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The Hongkong Telegraph

(ESTABLISHED 1881.)

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October 30, 1918.

Temperature 8 a.m. 72 2 p.m. 83
Humidity 87 59

October 30, 1917.

Temperature 5 a.m. 63 2 p.m. 71
Humidity 85 86

WEATHER FORECAST
FAIR.
Barometer 29.88

8086 日六廿月九

WEDNESDAY, OCTOBER 30, 1918.

三拜禮 日三十月十英港香

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REUTERS' TELEGRAMS.

PEACE DEVELOPMENTS.

AUSTRIAN NOTE EQUIVALENT TO CAPITULATION.

ALLIED CONFERENCE CONSIDERING ARMISTICE TERMS.

London, October 28.
In Paris, the Austro-Hungarian Note is regarded as equivalent to capitulation. Furthermore, the Vienna Government is breaking away from Germany, while the "Mittel Europa" and the Central Alliance are disappearing.

Paris Conference Deliberating.
London, October 28.
It is reliably stated that great importance is attached to Austria's desire for a separate peace. The question will be considered at the Allied Conference sitting in Paris, which includes M. Clemenceau, Marshal Foch, General Pétain, Sir Douglas Haig, Mr. Lloyd George, Mr. Balfour, Lord Milner and Colonel House.

The Conference is surveying the whole situation, including the question of an armistice and its terms, also the alternative of a most vigorous prosecution of the war if the necessity arises.

German Socialists Scorn the Kaiser.

Amsterdam, October 28.
In the Reichstag, the Independent Socialist, Herr Cohn, amid great commotion and applause, declared that the alternatives were war with the Hohenzollerns or peace without the Hohenzollerns. He added:—"We extend the hand to our friends beyond the frontiers in this struggle."

The Socialist, Herr Bahle, said the Kaiser must abdicate. He was thereupon called to order, but retorted: "A call to order will not save the Kaiser from the Criminal Court."

III.—Treatment of Prisoners.

London, October 28.
A joint meeting of the Liberal and Unionist War Committees in the House of Commons passed a resolution, for submission to the Premier, that any armistice should include a condition for the immediate repatriation of all prisoners of war. The British Government should notify Germany forthwith as a condition of peace that it will insist on the surrender, trial, conviction and punishment of all persons responsible for cruelties perpetrated upon our prisoners and the immediate appointment of a Commission to collect evidence of inhuman and cruel treatment.

New Austrian Premier a Pacifist.

Copenhagen, October 28.
A message from Vienna, says the Emperor Karl has accepted the resignation of the Hussarek Cabinet and has appointed M. Lammasch as Premier.

It is understood that M. Lammasch is forming a Coalition Ministry, whose chief aim will be the formation of new Federal States. M. Lammasch supports the view of the various nations sending delegates to a joint Government. He is an ardent pacifist.

A Symbol of Defeat.

Paris, October 28.
The first train from Paris to Lille started last night. French opinion notes that at the same moment the train from Berlin to Lille ceases running, this being a symbol of German defeat in the West, the same as Berlin and Constantinople are a symbol of German defeat in the East.—Havas.

Compensation for War Damages.

Paris, October 28.
The General Council of Nord, at its first meeting at Lille, passed resolutions urging the Government to hasten a Bill relating to compensation for war damages.—Havas.

French Determination.

Paris, October 28.
The French Press points out that France was never so hard as now, in intending to inflict on Germany a peace of strict justice. French opinion is strict that it will not allow Germany to establish confusion on the armistice and peace proposals. Germany must accept an armistice before any peace discussion takes place.—Havas.

SPLENDID ANGLO-ITALIAN SUCCESSES.

Contingents Cross the Pave.

NINE THOUSAND PRISONERS IN ONE DAY.

London, October 28.
An Italian official wireless message says:—Our Army, assisted by Allied contingents, has crossed the Pave, despite the enemy's desperate resistance. Although the river was at its highest level, infantry between Val Dobbiadene and the mouth of the Soligo broke in and carried the enemy's front lines at dawn on the 27th inst. and repulsed day-long counter-attacks by a numerically superior enemy. Further south we exploited the advantages gained by the British at Grava di Papadopoli and repulsed two counter-attacks. We captured yesterday 9,000 prisoners and 51 guns.

Attack Progressing Satisfactorily.

London, October 29.
A British Italian official message says:—The Tenth Army's attack is progressing most satisfactorily.

On the right, the Eleventh Italian Corps reached the line Boncadelle, Ormelle, Tempio and Rai.

In the centre, the Fourteenth British Corps are in touch in the neighbourhood of Rai and have reached the line Bonotio, Damian, one kilometre south of Borgovilla and Milanese.

On the left, the Eighteenth Italian Corps attacked in a northerly direction and is progressing well.

All the Corps report further captures of prisoners and guns.

THE BALKAN CAMPAIGN.

London, October 29.
A French Eastern communiqué states:—The Allies, continuing to advance, have occupied Kragujevac, coal mines, Levo and Ravenna. Serbian cavalry has entered Despotovac.

REUTERS' TELEGRAMS.

FIERCE FIGHTING IN FRANCE.

French Following Up the Enemy.

NUMEROUS FIRES ALONG NEW FRONT.

Paris, October 28.
The fierce battle raging between the Serre and the Oise during the past few days has resulted in a great French victory. The enemy has been thrown back on a 16-mile front and is retreating hard pressed by French troops. The French advance at some points was five miles. Many strongly fortified positions have been taken. Advance guards are nearing Guise and farther south are approaching the road from Guise to Marles. This retreat in the centre of the line from Verdun to the sea should have an important effect on the disposition of German forces.—Havas.

French Aerial Fleet Causes Great Damage.

London, October 29.
French aviation observers report numerous fires along the Aisne front and also in the Valley of Serre.

A fleet of two hundred machines copiously bombed enemy back areas in the region of Chateau Porcien, creating havoc to the communications and causing heavy losses.

The French Advance.

London, October 29.
A French communiqué states:—There has been fierce fighting on the east bank of the Oise, opposite Grand Verd, where the enemy launched several counter-attacks.

Further south, the French passed the lines as far as the approaches to the Oise, capturing strong points north-west of Guise. They also progressed east of Peron in the region north-east of Pargny Wood. The French are now gaining contact on the whole new enemy line between the Oise and the Serre. The French have advanced north of Herly and west of Chateau Porcien.

The Verdun Front.

London, October 29.
An American communiqué states:—The Verdun front is marked by heavy artillery fire. An enemy counter-attack on Bellion wood was repulsed.

The French Offensive.

Lyons, October 28.
The French troops are still pursuing their victorious offensive. General Debussy has advanced on a front of 25 kilometres from north-west of Guise to Mortiers, reaching a depth of eight kilometres at certain points and capturing 4,000 prisoners, 20 guns and hundreds of machines and anti-tank guns.

The Tenth Army captured Hill 123, north of Crecy-sur-Serre, while the Fifth Army, after a battle lasting two days, captured the leading line between Sissonne and Chateau Porcien.—French Wireless.

FORTHCOMING GENERAL ELECTION.

London, October 28.
It is reliably stated that an early announcement will be made in the House of Commons fixing the date of the Dissolution of Parliament and the General Election.

A GALLANT INDIAN.

D. C. M. for Hongkong-Singapore R. G. A. Havildar.

London, October 25 (delayed).
The Gazette announces that the Distinguished Conduct Medal has been awarded to Havildar Rar Singh, of the Hongkong-Singapore Garrison Artillery, for conspicuous gallantry and devotion to duty, cheerfulness and never failing keenness throughout active operations. On one occasion when his battery was compelled to withdraw under heavy fire, his coolness and total disregard of personal danger were most praiseworthy.

EARLIER TELEGRAMS.

THE ADVANCE IN THE BALKANS.

London, Oct. 28.
A French eastern communiqué says: "We are continuing our vigorous pursuit despite desperate resistance by the enemy. The Serbs reached the heights south of Kragujevac on the 25th and are at the southern outskirts of Coprija in Morava Valley. The retreating Austro-Germans are committing all kinds of atrocities."

BIG SUCCESS ON ITALIAN FRONT.

London, Oct. 28.
A British Italian official report says: The Tenth Army's line on Sunday night was southward of St. Albino, San Polo-di-Piave, Borgo Zanetti, Borgo Malanotte, Lesega and Tomon. The prisoners number 5,620 of whom 3,520 were taken by the Fourteenth British Corps. Twenty-nine guns, of which six are nine-inch howitzers were taken by the twenty-third British Division.

HOME POLITICS.

London, Oct. 28.
There are signs of increasing activity for an election by the organisations of all parties. The "Daily Mail" predicts a general election before Christmas.

Mr. Harold Wilson has been returned unopposed for South Shields.

In the House of Commons, replying to Mr. Houston, Mr. Bonar Law stated that the Government has not contemplated the nationalisation of shipping.

JAPANESE PRINCE IN ENGLAND.

London, Oct. 28.
Prince Yoshito Fushimi, one of the most enlightened Japanese Princes, has arrived in London to present the insignia of a Japanese Field Marshal to King George. Prince Arthur of Connaught and the members of the Japanese Embassy welcomed him and the King and Duke of Connaught received him most cordially. The Prince is residing at Buckingham Palace.

EARLIER TELEGRAMS.

THE PEACE OUTLOOK.

Text of German Reply.
Copenhagen, Oct. 28.
Germany replies to President Wilson as follows: "The German Government has taken cognizance of the answer of the President of the United States. The President is advised of the far-reaching changes which have been carried out and are being carried out in the German constitutional structure. Peace negotiations will be conducted by a People's Government, in whose hands rests, both actually and constitutionally the power to make a deciding conclusion. The military powers are also subject to it (the Government). The German Government now awaits proposals for an armistice which shall be the first step toward a just peace as the President has described it in his Proclamations. (Signed) Solf, Secretary of State for Foreign Affairs."

Manoeuvring for Position.

London, Oct. 28.
Comment in the papers on the German reply may be summed up in the opinion that the new Government is manoeuvring for position both at home and abroad. It is felt that Dr. Solf, while professing acceptance of President Wilson's terms, may be trying to lure the Allies into a statement of armistice terms which will then be used to goad the people to make a last effort to save the Dynasty. It is generally felt, however, that the position of Germany must be desperate when the Government is obliged to give so much ground.

German Socialists Speak Out.

Amsterdam, Oct. 28.
The Independent Socialist, Herr Ledebour, speaking in the Reichstag, denounced the Kaiser's famous message to the Tsar, viz. "The Admiral of the Atlantic greets the Admiral of the Pacific" as a direct challenge to England. Herr Ledebour called for the entire abandonment of the monarchical system. He expected the Socialists would get all they wanted in the long run.

German Socialists are becoming increasingly daring. The Independent, Herr Linsner, recently released from prison, in a speech at Muech, denounced the Hindenburg idol and demanded the abdication of all the Federal Princes. He declared that the Germans have been wading in a sea of lies and added: "With a Republic we would be smoking the pipe of peace with Mr. Lloyd George and President Wilson within twenty-four hours."

The Path for Germany.

Amsterdam, Oct. 28.
The "Vorwaerts" says that all German's Allies have capitulated or are capitalizing and Germany will be finally obliged to tread the same path. A fight of desperation for a few weeks or months will not alter the unavoidable result. The Saxon Cabinet has resigned.

Effect of Ludendorff's Resignation.

London, Oct. 28.
The resignation of Ludendorff, tantamount to dismissal, is a staggering blow to Germany's prestige marking the definite failure of the great offensive upon which Ludendorff staked all. His disappearance has created a sensation in Germany and it is expected Hindenburg will go next. Hitherto there are no indications of a successor.

The French press regards Ludendorff's resignation as a most striking admission of German defeat.

Paris, Oct. 28.

In a message from Zurich it is reported that General von Steckt, formerly General von Mackensen's Chief of Staff in Rumania, has succeeded General Ludendorff.

Austria's Attitude.

Basle, Oct. 28.
The following is substantially the text of the Austrian reply to President Wilson:—Austria-Hungary adheres to the President's view in his latest note regarding the rights of the peoples of Austria-Hungary, particularly the Czechs, Slovaks and Yugoslavs. Consequently, as Austria-Hungary accepts all the conditions upon which the President makes an entry into negotiations regarding an armistice and peace dependent, nothing now stands in the way in the opinion of the Austro-Hungarian Government, of a commencement of negotiations. The Austro-Hungarian Government declares itself in consequence prepared, without awaiting the result of other negotiations, to enter into negotiations regarding peace between Austria-Hungary and the States of the opposing party and, regarding an immediate armistice on all fronts of Austria-Hungary. It begs President Wilson to make overtures on this subject.

Revolution Feared in Vienna.

Amsterdam, Oct. 28.

The Austrian reply to President Wilson accepts all the President's views cabled on the 19th inst. and declares readiness, without awaiting the result of other negotiations, to negotiate peace and immediately declare an armistice on all Austro-Hungarian fronts.

Swiss reports state that all the Austrian archdukes have taken refuge in the Chateau Codolli near Budapest. It is reported that Emperor Karl is about to go to Dobrecin. Revolution is feared in Vienna. Two hundred officers on the 28th inst. made a pacifist demonstration in the Catholic Party's club at Budapest where a council of workmen and soldiers was formed.

Peace Approaching.

Amsterdam, Oct. 28.
Emperor Karl in an order to the Army and Navy urgently appeals to their loyalty during the present grave confusion and says the day of peace is approaching.

Defiance of Aristocracy.

Philadelphia, Oct. 28.

A Conference representing eighteen Middle European Slav States, with a population of fifty millions, has issued a declaration of independence and proclaiming defiance of aristocracy.

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In the House of Commons Colonel Hope stated that since the war Britain had taken 237,416 enemy combatant prisoners, including 244,249 Germans. There were 97,000 German combatant prisoners in the United Kingdom.

BOMBING RAID.

(By a Pilot.)

"Our machines dropped tons of bombs on Metz! That is a typical phrase in the British Air Official and bombing raids belong to the every-day routine of the R.A.F."

What frequently happens is something like this:—

At (say) eleven p.m. an order comes through from Headquarters "Six machines to bomb—, at 6.30 a.m." that is to say, by daylight.

The Squadron Commander selects a Flight, the Flight Commander appoints the pilots, and the pilot warms their machines. The mechanics will "get busy" at once overhauling the machines and loading them with bombs.

At 5.45 a.m. the pilots are called. They probably drink some hot coffee, and walk at once to the sheds to inspect their machines.

At 6.15 they put on heavy coats and helmets and climb to their seats. The engines are started and the pilots put on their goggles. When the engines are tried and warmed, the pilots stop them and wait for the order from the Squadron Commander's office. Then the first machine "taxies" out into the aerodrome and the bombing raid has begun.

There are ten machines in all, six are the bombers and four the escorts. They leave the ground in a long stream, the leader having a triangular flag attached to his tail-plane or wings.

Quickly getting into correct formation, they circle round the aerodrome in wide sweeps, steadily climbing to about 3,000 feet, when the leader drops a signal which is answered by the Commander on the ground with the equivalent of "Go!"

Still climbing, the formation follows its leader and crosses the lines at about 10,000 feet, spread-out to lessen the chances of being hit by a German Archie.

In due course the objective comes into view. Bomb sights are set and the observers prepare to release their bombs. As each machine passes over the precise point at which the target crosses the bomb sights, the observer releases his bombs. Then the pilot who has dived low to make sure of good shooting, banks steeply round, making for home. Meanwhile, the four protecting machines circle round above the bombers to ward off possible attacks by German aircraft.

There is nothing casual about bomb-dropping with modern sights. Given even flight and correct estimate of the wind speed, the accuracy of the shooting is remarkable. Archie is, of course, always troublesome; but, of late, interference by German aircraft has not been much of a factor; when it has been attempted, it has generally cost the defenders dear.

The bomb once dropped it is a case of a dash for home, and breakfast, dodging Archie all the way, and keeping a sharp look out for any prowling airman in a black cross machine.

GERMANS AS STRIKE BREAKERS.

Bath Trades Council has decided to protest to the Prime Minister against the alleged use of German prisoners as strike-breakers at Ordnance and Mendip Quarries, Somerset, where men are striking for union recognition. It stated that the Germans are driven to work in trucks, "as though on a picnic."

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Harrison's Circus at 8.30 p.m.
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Victoria Theatre—8.15 p.m.

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GENERAL NEWS.

A Worse Place Than the Army.
Convicted at Colchester of receiving 50wt. of rope, knowing it to be stolen; George Benjamin Goldsmith, a marine store dealer, who stated that his annual turnover was £35,000, was ordered by Sir Richard Main, the Recorder, to join the Army immediately or else to appear at next Quarter Sessions for sentence. He elected to join the Army.

A Rain of Fish.
A correspondent records a "rain of fish" which occurred at Sunderland recently. "Following a thunderstorm," he writes, "the streets situated half a mile from the sea were covered with small dead fish, two to three inches long, and of eel-like appearance, known locally as sila. They lay 20 or 30 to the square yard over a considerable area."

Hawker's £1,258 Theft of Cloth.
A Hoxton hawker, Edward Martin, was sentenced to six months' hard labour at Marlborough-street recently for stealing 15 bales of cloth, valued at £1,258, the property of Messrs. Dormeuil Freres, New Burlington-street, W. Two Hoxton youths, James Pearce, carman, and Thomas Foster, were charged with Martin, and were bound over. The magistrate severely censured Martin for leading the lads astray. It was mentioned that he had been fighting in France, but was a deserter.

700,000 Women Trade Unionists.
The biennial conference of the National Federation of Women Workers opened in Manchester recently, the delegates numbering about 200. Miss G. M. Tuckwell, of London, the retiring president, said that there were 700,000 women trade unionists, as against 350,000 before the war. As to sex antagonism, every sensible man knew that men had nothing to fear from women trained, educated, and organised, for such women could not be exploited and used against men. One of the things which would make the struggle between the sexes impossible was equal pay for equal work.

A Gift from Ruhlben.
Mrs. Spoor, of Rochester, has received a remarkable gift from 25 Kentish soldiers interned in Ruhlben Camp, Germany—an illuminated address expressing their sorrow on learning of the death of Mr. J. L. Spoor, organiser of the Kentish Prisoners' of War Fund, and their gratitude for his self-sacrificing efforts. The address is encircled with a wreath of laurels intermingled with flowers, and displays the white horse of Kent. The fund raised by Lord Harris and Mr. Spoor for the relief of Kentish prisoners of war in captivity amounted to over £14,000.

What is South Africa?
A curious point of law, involving important consequences to insurance companies and indirectly also to mercantile agencies for South Africa, has come before the Ospre Provincial Division of the Supreme Court. The plaintiff is the widow of a man named Moyle, who had a life policy with the General Life Assurance Company; and on going on military service in German South-West Africa he obtained a letter from the company that the policy covered all risks without further premium for "military operations in South Africa." Moyle subsequently died in hospital while on service in German East Africa. The jury gave a verdict for the plaintiff on the ground that the term "South Africa" meant any portion of Africa south of the equator. The Judge gave judgment accordingly, with leave reserved to the defendants to move to have the judgment set aside on any point raised in the construction of the contract. The matter will be taken before the full bench of the Supreme Court. So far as the arguments in Court showed, the term "South Africa" has never been legally defined. The Union Defence Act provides for service not only in the Union but in South Africa, without giving any territory definition of the term. It is understood that the General Assurance Company, which was the plaintiff in the case, is now appealing.

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pursuant to an order of the Supreme Court of Hongkong made in an Action in the matter of the estate of HO TSUN SAN alias HO SHU TONG alias HO SAN CHUNG alias HO A SEK alias HO A SEK alias HO A SEK deceased, dated the 6th day of September, 1918.

BY

MR. GEORGE P. LAMBERT
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situate and being Nos. 1, 3, 4, 5, 6 and 8 Cheung On Lane, Nos. 42, 48, 52 and 54 Third Street, all on a part of Inland Lot No. 684 Nos. 25, 27, 29 and 31 Second Street, being a part of Inland Lot No. 533 and Nos. 17, 19 and 21 Sam To Lane, on a part of Inland Lot No. 800 Victoria Hongkong.

The first 8 Lots consist of the houses in Cheung On Lane and Nos. 42 and 48 Third Street (one house in each lot) which are Chinese tenement houses, held under a Crown Lease having about 940 years unexpired.

Lot No. 9 comprises Nos. 52 and 54 Third Street, which are Chinese tenement houses, held under the same Crown Lease.

Lot No. 10 consists of four vacant sites on which formerly stood four Chinese tenement houses known as Nos. 25-31 Second Street, held under a Crown Lease having about 935 years unexpired.

Lot No. 11 consists of Nos. 17, 19 and 21 Sam To Lane, which are Chinese houses. The Crown Lease has about 940 years unexpired.

Particulars and Conditions of Sale may be obtained from, and sale plans of the property may be inspected at, the office of:-

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The Auctioneer.

REMOVAL NOTICE.

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UNION TRADING CO.
Hongkong, 28th October, 1918

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NOTICES.

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R. A. RODGERS,
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Hongkong, 26th October, 1918.

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TELEPHONE 2867.

G. R.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 4th day of November, 1918, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at May Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in square feet	Annual Rent	Upset Price
1	100 ft. by 100 ft.	10,000	100	1,000
2	100 ft. by 100 ft.	10,000	100	1,000
3	100 ft. by 100 ft.	10,000	100	1,000
4	100 ft. by 100 ft.	10,000	100	1,000
5	100 ft. by 100 ft.	10,000	100	1,000
6	100 ft. by 100 ft.	10,000	100	1,000
7	100 ft. by 100 ft.	10,000	100	1,000
8	100 ft. by 100 ft.	10,000	100	1,000
9	100 ft. by 100 ft.	10,000	100	1,000
10	100 ft. by 100 ft.	10,000	100	1,000

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in square feet	Annual Rent	Upset Price
11	100 ft. by 100 ft.	10,000	100	1,000
12	100 ft. by 100 ft.	10,000	100	1,000
13	100 ft. by 100 ft.	10,000	100	1,000
14	100 ft. by 100 ft.	10,000	100	1,000
15	100 ft. by 100 ft.	10,000	100	1,000
16	100 ft. by 100 ft.	10,000	100	1,000
17	100 ft. by 100 ft.	10,000	100	1,000
18	100 ft. by 100 ft.	10,000	100	1,000
19	100 ft. by 100 ft.	10,000	100	1,000
20	100 ft. by 100 ft.	10,000	100	1,000

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TO BE LET.—One large OFFICE ROOM on second floor of Prince's Building. Apply to—H.M.B. NEMAZEE.

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THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

A SHOP in Nathan Road, KOWLOON.

KOWLOON Marine Lot No. 48 suitable for Coal Storage.

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HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

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TO BE LET.—OFFICES in Central District. Apply to—Alex. Ross & Co. No. 4, Des Voeux Road, Hongkong.

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NOTICES.

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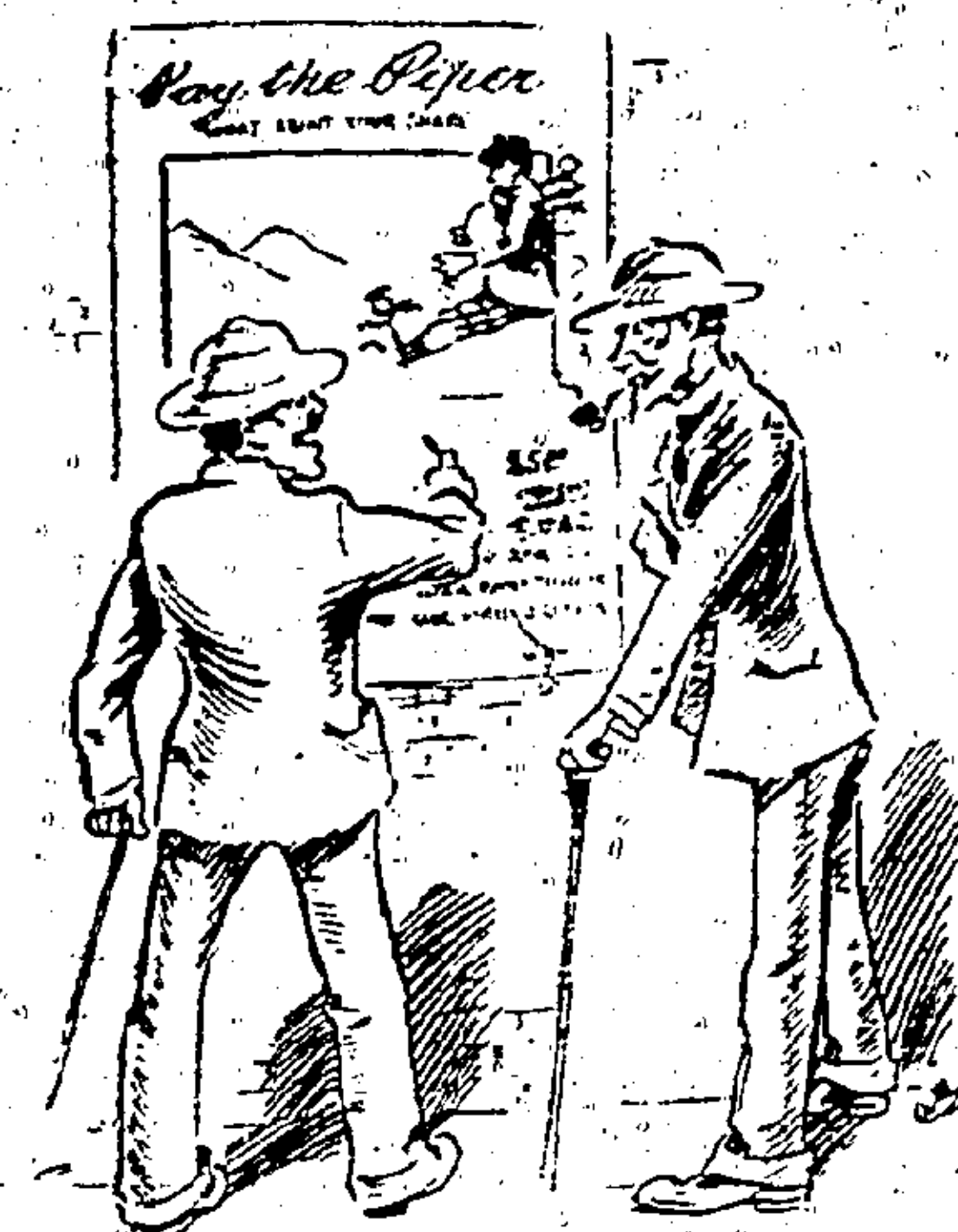
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WEE WILLIE:—For the life of me I cannot see the point in that poster.

WEE DONALD:—Has a guess man.

WEE WILLIE:—Is it that "that dear chiel blawin' the pipes is the only Highlander left in the gien an' he's stravin' the wee German dug?"

WEE WILLIE:—No bad man, but the real point—the real point is in the thistle.

HONGKONG ST. ANDREW'S SOCIETY

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31st December, 1918.

Tickets on Sale at all Banks, Hotels, Clubs & Stores.

MINISTERING CHILDREN'S LEAGUE.

Sale of Work in Aid of Charities for Children.

To be held in the Grounds of Government House by kind permission of H.E. the Officer Administering the Government.

ON

SATURDAY, 2nd NOVEMBER,
at 2.00 p.m. to 6.30 p.m.

Only Entrance at the Garden Gate in Upper Albert Road.

Price of admission:—Adults 20 cts., Children 10 cts.

All Members and Associates Wearing M.C.L. Badges Free.

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NOTICES.

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PICTURES OF CHINESE LIFE AND SCENERY.

12 Cards neatly boxed.

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Tel. 16.

BRITISH MADE FILTERS

AND
HOT WATER BOTTLES.

FILTERS: GLASS \$6.50 & \$7.50

EARTHENWARE \$10.00 \$13.50 & \$17.50

WATER BOTTLES. Two, Three, Four & Six Pints.

\$1.50 \$2.00 \$2.50 \$3.00

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Bearing interest from the 16th

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Subscription list will be opened

on the 20th Oct. 1918 and closed

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Further particulars on application

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BANQUE INDUSTRIELLE

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M. ROUET de JOURNEL,

Manager.

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Application will be received by:

THE BANQUE DE L'INDO-CHINE

(FRENCH BANK)

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obtained.

A. SIRE,

Acting Manager.

Hongkong, 19th October, 1918.

THE HONGKONG & SOUTH

CHINA WAR SAVINGS

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Membership of the above

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SOCIETY OF CANTON, LTD.

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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamcuen, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 30, 1918.

WANTED—AN ANSWER.

The latest German Reply is typical of the nation, for it is no answer to the demands made by the Allies, but is only another instance of their political campaign of falsehood and glib assurances. Throughout these peace negotiations, Germany has made a point of evading the real issues raised by President Wilson, and her latest "answer" is only an example of this facility for repartee and quibbling. President Wilson, in his last Note, emphasised the fact that the Allies cannot deal with the representatives of the German people, and pointed out that, despite the great changes which have taken place, the Government is not fundamentally altered nor its principles different. The President did not only hint at those things, but, in the strongest language, demanded that Kaiserism must go. We would have thought that even Germany would have had no chance for further quibbling; only one reply was open to her, but nevertheless she has avoided it, and therefore her latest statement must be ignored.

Whatever new from Government now obtains in Berlin, it is not that which President Wilson or the Allies can deal with, for the Kaiser and his associates are still in the ascendant. In this connection we would like to issue a warning. There is a growing tendency now to put all the guilt of this frightful war on the shoulders of the Kaiser and his advisors, to the exclusion of the rest of the German nation. There can be no doubt that he and his like must be held responsible, but let us not lose sight of the fact that the German nation has never really dissociated itself from the acts of its leaders. We remember how the population of Germany exulted in the initial successes of the war, and gloated over the foulest outrages; we remember the wild rejoicings to celebrate the sinking of the Lusitania, one of the most infamous crimes in the history of the world; we remember, too, the enthusiasm which has greeted their campaigns of frightfulness, murder and spoliation. Let us not behold-winked into regarding the German masses as a people led astray by the Kaiser and his like, a people-loving nation borne down by militarism. The whole race is rotten to the core, and we refuse to take their word that a new Government has changed their nature.

Of course, a new Constitution is a step in the right direction, but it must conform to the ideas of the Allies; otherwise we shall ignore their efforts to obtain peace. As we said before, the latest assurance regarding their Government is only an evasion of the issue at point. President Wilson has definitely laid down the demands of the Allies, and the Allies will not publish their armistice terms until Germany has given a satisfactory answer. This she refuses to do, for autocracy refuses to surrender, and therefore the war must go on. There can be no compromise. The Kaiser and his like must go, or the war must be fought to the death. The sincerity of their desire for peace has been brought to the final test, and they have once more avoided the issue. As far as the Allies are concerned, the peace efforts on paper have come to an end. If Germany continues to refuse to give a definite answer to President Wilson's demands, the war will continue. The problem confronting us now is purely military, and Germany would be well advised to give, for once in her history, a direct answer, for an early defeat is not only probable, but an assured fact.

Overcrowding.

In view of the discomfiting revelations made with regard to overcrowding by Lieutenant Oltisky, in his report on the cerebro-spinal meningitis outbreak, we cannot but regret the unsatisfactory nature of the replies given by the Head of the Sanitary Board yesterday to a number of queries raised in connection therewith. Lieutenant Oltisky, who must be regarded as absolutely unbiased in all he said, showed not only that overcrowding exists in contravention of the regulations, but that this state of affairs was the biggest factor in the spread of the terrible disease which caused such a heavy death-roll earlier in the year. Obviously, therefore, the matter is one of the utmost gravity so far as the public health is concerned, and the responsibility of the authorities in seeing that conditions are speedily improved is very great, for unless something is done the chances are that the Colony will once again suffer the ravages of this dread disease. Not only is it a question of this particular complaint, either, for it was admitted at yesterday's Sanitary Board meeting that the areas where the greatest overcrowding exist have been most prolific both in spotted fever and bubonic plague cases. That fact alone provides the need for some thorough-going and systematic effort being made to bring an end to conditions which invite disease and jeopardise the health of the Colony.

Not Satisfactory.

From the replies given to Mr. Bowley's and Mr. Alabaster's questions yesterday, one might almost imagine that the Sanitary Department is not at all overconcerned at the seriousness of the matter. The former member wanted to know whether the regulations with regard to overcrowding were being enforced. The reply of the President was that they were, "as far as practicable." Yet we have Lieut. Oltisky's word for it that he visited premises where the legal restrictions insisted on from seven to nine persons per floor, but where the number was actually from thirteen to twenty. Touching the same point, the President in replying to Mr. Alabaster spoke of a certain area being occupied by old and badly constructed properties, and said, being old buildings, the same conditions could not be insisted on as in the case of new buildings with regard to light and air. All this is most unsatisfactory. If regulations are made, we presume it is intended that they be observed. If they cannot be, by reason of the age of the buildings or their bad construction, then the houses should be declared unfit for habitation and pulled down to make room for better ones. To permit them to be occupied in contravention of the regulations is only to ask for trouble.

The same attitude of failure to give a direct reply is to be detected in regard to the question concerning the strength of the Sanitary Department's staff. Mr. Bowley pointedly enquired whether the President considered that the staff should be increased so that its duties might be efficiently carried out. That query was not answered, the President contenting himself with saying how many members had gone on active service and adding that it would be advisable for the Department to have its full staff as soon as the war can spare the men. Of course that would be advisable, but what the public wants to know is whether the staff, as it is at present, is large enough to cope with the work which it is charged to perform. Either it is or it is not, and the Head of the Department ought to have no difficulty in answering the question. In matters of such grave public concern as this, we expect no quibbling, and we look for some evidence that the authorities are fully alive to their responsibilities. We cannot say that yesterday's meeting of the Sanitary Board has reassured us on these points. H. E. the Officer Administering the Government stated the other day that the task of correcting the errors of the past will have to be faced. We only trust that he will see to it that speedy action is taken.

DAY BY DAY.

TO LIVE PEACEABLY WITH THOSE WHO OPPOSE US IS MANLY.

To-morrow's Anniversary.

To-morrow is the fourth anniversary of the sinking of the Russian cruiser Jemchug and a French destroyer in Penang Harbour by the Emden.

The Dollar.

The opening rate of the dollar on demand to-day was 3s. 3. 15/16d.

A Stiff Fine.

At the Marine Court this morning, before Commander O. W. Bookwith, the coxswain of the steam launch Sui Yick was charged with carrying 93 passengers in excess of the number allowed by his licence. Defendant said that some discharged soldiers forced him to carry them, paying nothing for the fare. A fine of \$250, or two months' hard labour was imposed and his Worship said that on the next offence defendant's certificate would be dealt with.

Thieves Fall Out.

When charged at the Police Court this morning, before Mr. J. R. Wood, with stealing a cast iron chain valued at \$10, two Chinese accused each other of stealing it. Inspector Sim prosecuted and said that the value of \$10 was very cheap as compared with the present market price. It was probable that defendant stole it from the s.s. Matilda, which left a few days ago. A Chinese constable deposed that he was on duty on the day in question when he saw the defendants carrying a bundle wrapped up with clothes. He stopped them and one of them went away. Subsequently he was arrested and they accused one another of stealing it at the charge-room. His Worship sentenced them to six weeks' hard labour.

A Stolen Tank.

Two Chinese were charged at the Police Court this morning, before Mr. J. R. Wood, with stealing a zinc water-tank, valued at \$15, from No. 8, Man Chung Fong, Wong Nei Cheong. Inspector Sim prosecuted and said that between 7 p.m. on the 27th instant and 7 a.m. on the following morning a water-tank was missing and the matter was reported to the Police at No. 2 Station. Enquiries were made and the tank was traced to a blacksmith's shop at No. 3 Triangle Street, Wanchai, where the defendants offered it for sale to the blacksmith and they were arrested. The owner of the tank said he was manager of the shop. Man Chung Fong, in giving evidence, identified the tank as his property and said that it was stolen from his workshop. He also said the value of the tank was \$15. After the Police had given evidence of arrest, his Worship discharged the first defendant and sentenced the second to two months' hard labour and four hours' stocks.

Stolen Corks.

A Chinese pleaded guilty at the Police Court this morning, before Mr. J. R. Wood, to stealing a quantity of corks, the property of Messrs. Gande Price and Co., Ltd. It was alleged that between July last and this month seven bags of corks worth \$400 were stolen. The facts of the case were that Mr. Frank Smith, a commission agent, came to Messrs. Gande, Price and Co. and offered Mr. O. Bond, the manager, some corks for sale. Mr. Bond recognised the corks as the Company's property and made enquiries with the result that the Police effected a raid in Chin Loong Street where they found about 5,000 corks in seven bags. Mr. Bond said that it was very difficult to trace any losses as the corks came in bales of 100 gross each and they could only perceive the bags getting thinner. He also said that they cost about seven pence a cork. Defendant had been employed for over eighteen years in the Company. He (Mr. Bond) would not ask for a severe punishment. Defendant might have had some explanation, but he was earning \$28 a month and received \$3 as a bonus for tram fare. Defendant said he was in rather straitened circumstances so he stole the corks, thinking the Company would not miss them. His Worship sentenced him to two months' hard labour.

HONGKONG

OVERCROWDING.

Vague Replies at the Sanitary Board.

Mr. A. Gibson presided at yesterday's meeting of the Sanitary Board, those also present being Mrs. Hickling, Medical Officer of Health, Hon. Mr. T. L. Perkins, Director of Public Works, Dr. Osorio, Messrs. F. B. L. Bowley, O. G. Alabaster, O.B.E., and Chan Kai Ming.

Mr. Bowley's Questions.

Mr. F. B. L. Bowley, pursuant to notice, asked:—
i. Are the provisions of the Public Health and Buildings Ordinances with reference to overcrowding being enforced by the Sanitary Department? If not, on whose instructions has the enforcement of such provisions been suspended? When were such instructions given? What reasons (if any) were put forward for such instructions?

ii. Will the Head of the Sanitary Department have the following returns prepared and submitted to the Board:

(a) A return of the unoccupied floors in each Health District?

(b) A return of the houses in each Health District in respect of which modifications of Section 153 (1) with reference to external air are now in force, giving the date and period of each modification and showing whether such modifications are reversible or not?

(c) A similar return of the houses in each Health District in respect of which modifications of Section 154 with regard to cubicles are now in force?

(d) A similar return of the houses in each Health District in respect of which modifications of Section 175 with regard to back yards are now in force?

(e) A similar return of the houses in each Health District in respect of which modifications of Section 188 with reference to the height of buildings are now in force?

iii. Have the District Inspectors instructions to report all illegal cubicles and cocklofts in their districts? What steps are taken with regard to such cubicles and cocklofts?

iv. What is the present routine for house to house cleansing? Is it possible to expedite it with a view to the prevention of epidemic disease during the approaching winter?

v. Does the Head of Sanitary Department consider that the Staff of the Department should be increased in order to enable the Department to carry out its duties efficiently? If so, what increase does he consider advisable?

The Head of the Sanitary Department replied as follows:—

i.—(a) The provisions of the Public Health and Buildings Ordinance are being enforced as far as practicable.

(b) No instructions have been given suspending the provisions of the Ordinance.

ii.—(a) The Department has no information regarding the number of unoccupied floors except such as come to the knowledge of the District Inspectors during general house cleansing.

(b) (i) (d) List laid on the table. In reading these lists it has to be remembered that the demolition and alteration of old houses is always in progress, and therefore there are a few inaccuracies. The returns from Kowloon are incomplete and have not yet been added.

iii.—The Inspectors have instructions to report all illegal cubicles and cocklofts when contraventions of the Ordinance are dealt with in the usual way.

iv.—I have asked Mr. Hamilton to prepare a circular which will be sent to members.

v.—Twelve officers of the Department are at present on active service viz, one Medical Officer, one Secretary and ten Sanitary Inspectors. The additional staff engaged consists of one Medical Officer, one Assistant Head of the Sanitary Department, one Secretary and one woman Sanitary Inspector. I think it advisable that the Department should have its full staff as soon as the war can spare the men.

Mr. O. G. Alabaster, O.B.E., pursuant to notice, asked:—

i. Will the President state for the information of the Public,

FOOTBALL.

League Matches for Saturday.

The following Football League matches will be played on Saturday:—

—United Service League.

Hongkong Club v. R.G.A. Club Ground, 4.05 p.m. referee, Mr. Wright.

Navy v. Manchester Regt. Navy Ground, 4.30 p.m. referee, Sgt. Pragnall.

R.E. v. South China, Military Ground, 4.30 p.m. referee, Mr. Tacker.

—and Division League.

St. Joseph's v. 53rd Coy. R.A., Military Ground 3 p.m. referee, Sgt. Stevenson.

University v. 88th Coy. R.A., Club Ground, 3 p.m. referee, Mr. Byrne.

Staffs and Depts v. 87th Coy. R.A., Navy Ground 3 p.m. referee, Mr. Leach.

who have not had the advantage of reading Lieutenant Oltisky's valuable Report, what were the limited areas which produced the greatest number of cases of cerebro spinal fever.

ii. Have not the same areas proved the most prolific in cases of bubonic plague and plague-infected rats?

iii. Is it not a fact that the buildings in these areas are notoriously overcrowded and habitually occupied by more persons than the laws of the Colony and the requirements of Public Health permit? If so, what steps are being taken to prevent the overcrowding?

iv. Is there any reason for supposing that many of the buildings in these areas are constructed with insufficient provision for light and air?

v. If it is not a fact that, as Lieutenant Oltisky's Report shows, fear of thieves causes the inmates to live with windows and doors closed, thereby shutting out the air and light that might otherwise obtain? If so, will the President bring to the notice of the Government the necessity of introducing building by-laws regarding the provision of ventilators and sliding grilles which will keep out intruders whilst admitting the free circulation of air?

The answers given by the Head of the Sanitary Department were:—

i. and ii.—The records of the Cerebro Spinal Fever epidemic show that the areas most seriously affected by it and by bubonic plague in man and in rats very closely coincide, viz that part of Hongkong lying to the eastward of Western Street. A weekly return of all deaths from all causes in each Health District is laid on the table at each Board Meeting. A copy of Lt. Oltisky's Report is being given to all members of the Board.

iii., iv. and v.—These areas are occupied by old and badly constructed properties, dwell in by the very poorest people, and being old buildings under the Ordinance, the same conditions which apply to new properties as to light and air cannot be insisted upon. The habits of the people as to stopping up even what light and air there is are well known to the Department and constitute an ever present difficulty. The provision of some method of ventilation which cannot be put out of action is highly desirable with however due regard to the fact that cold bears hardly on people badly clad and fed.

Mr. Alabaster said arising out of the replies he had not had an answer to the last part of question 5, as to the necessity of introducing special building by-laws for the provision of ventilators.

The H. S. D. said he thought the question was answered. He said that the provision of some method of ventilation which could not be put out of action was highly desirable. Grilles had been put in some places but usually the first bundle of old ragbundy was stuffed into them. The difficulty was to find some method by which they could maintain permanent ventilation. The whole point was to devise a scheme of ventilation and perhaps the Vice-President could assist them.

"OUR DAY."

The Gymkhana Receipts.

The Hon. Secretary of the Gymkhana Club is now able to announce that over \$23,000 has been raised for the "Red Cross" as a result of the two Gymkhana held on "Our Day" and on the Saturday following. This is made up as under:—

25 % on Sweeps ... \$8,537.80
10 % on Pari Mutual ... 7,906.00
Total ... \$16,443.80

Gala Money ... 2,643.00

Donations from winners of Sweeps &c. collected at the Course ... 1,445.80

Commission on "Derby" Sweep ... 2,100.00

Donations from winners ... 1,410.00

Refunds of Prizes and Donations from Owners whose ponies won or were placed in races, about ... 2,285.00

Total ... \$23,316.80

Wisemann Ltd. Proceeds from Teas ... 128.50

King Edward Hotel Profit on Bar ... 335.00

Side Shows

Joy Wheel ... \$926.51

Duckpond ... 340.61

Chute ... 421.70

Pill Box ... 324.15

Tipster ... 97.15

Bisley ... 434.20

Ant Sally ... 558.84

Mr. Komor ... 611.60

Zacky and his Band ... 178.73

Charlie Chaplin ... 128.18

Raffi Canaries ... 60.00

Raffi Bulldog ... 110.00

Total ... \$28,059.97

Say at present Exchange ... \$4,600

This gratifying result has been attained only by the co-operation and good will of many workers to whom the thanks of the community are due.

The labour involved in running the Sweeps and Pari Mutual was perhaps the most onerous, and the services of Mr. Ramjahn who gave the benefit of his experience in this connection were much appreciated, as also those of a member of the Hongkong and Shanghai Bank staff who assisted.

Mr. Kitchell gave valuable assistance in connection with the secretarial work.

Major Morgan and Officers of the 18th Infantry kindly lent the Band at both Gymkhana.

The usual expenses were less—remunerations being waived or reduced in many cases—and, by adding increased entrance fees for races to the funds in hand from previous meetings this season, the Gymkhana Club found itself in a position to pay the cost of prizes and all other expenses of these two meetings while the bulk of the Prize money came back in the form of donations to the Red Cross Fund.

Therefore the whole amount deducted from the Oash Sweeps (25%) and Pari Mutual (10%) has been handed intact to the Red Cross Fund, together with the Gate Money.

The result of the side shows must be very gratifying to those who were responsible, and it should be remembered that it means very hard work to raise such a large amount in small contributions of ten or twenty cents a time.

Lady May's Rose Fund.

Already acknowledged \$9,047.16.

Mr. N. J. Stabb, O.B.E. ... 500.00

Total ... \$9,547.16

WHY TAKE OIL OR SALTS?

When perfect regularity can be ensured by the occasional use of

PINKETTES

the dainty little liver and bowel regulators which not so gently as

nature's own laxative perfect cure biliousness, constipation, sick headaches, nervous and skin blemishes. Of course, or send 50 cents for a trial box.

Dr. Williams' Pink Pills for Pale People.

Small size, 25 cents.

WAR CHARITIES.

Subscription List No. 39.

The latest War Charities subscription list is as follows:—

General.

Mr. Hon. Mr. H. H. Gompertz (Monthly sub.) ... \$20

Mr. Edgar Davidson (Monthly sub.) ... 29

Mr. E. L. Agassiz (Monthly sub.) ... 20

Mr. C. G. Alabaster (Monthly sub.) ... 20

Mr. W. Sinclair (Monthly sub.) ... 10

Mr. Ferry Parsons (Monthly sub.) ... 5

Mr. Grant Biscoe (Monthly sub.) ... 10

Mr. S. Baker (Monthly sub.) ... 10

Mr. J. Elliott (Monthly sub.) ... 10

Mr. W. J. Hill (Monthly sub.) ... 5

Mr. A. D. MacDonald (Monthly sub.) ... 10

Mr. Jas. Macdonald (Monthly sub.) ... 10

Mr. K. E. Greig (Monthly sub.) ... 10

Mr. A. Fellingham (Monthly sub.) ... 10

X. Y. Z. (Monthly sub.) ... 1

Mr. J. W. Graham (Monthly sub.) ... 25

Soldier's Farewell (Monthly sub.) ... 1

Mr. Grant V. B. Biscoe (Monthly sub.) ... 15

April/June (Monthly sub.) ... 7.50

Mr. S. Baker (Monthly sub.) ... 7.50

Victoria Recreation Club, by a few members for July and August ... 29.10

Ojagar Singh (Monthly sub.) ... 10

F. E. ... 280

Mr. B. A. Curran (Monthly sub.) ... 20

Per H. K. Club:—

Mr. O. H. Gale (Monthly sub.) ... 5

August ... 5

Dr. O. M. Hesley (Monthly sub.) ... 5

August ... 5

Mr. E. Irving (Monthly sub.) ... 20

Mr. D. M. Mickie (Monthly sub.) ... 10

August ... 10

Dr. S. S. Stretcher (Monthly sub.) ... 25

Mr. P. P. J. Wodehouse (Monthly sub.) ... 20

Mr. A. G. Warren (Monthly sub.) ... 10

96 Members (Monthly sub.) ... 1,016.50

Sir W. Rees Davies (Monthly sub.) ... 20

H. E. Sir F. H. May (Monthly sub.) ... 150

Mr. C. Thorne (Monthly sub.) ... 50

Per Royal H. K. Golf Club:—

Members subs. for August ... 130

Ladies Captain's Cup Competition, August ... 1

Ladies Ecclectic Competition, July ... 42

Ladies Ecclectic Competition, August ... 22

A member ... 78

Mr. S. G. Newall (Monthly sub.) ... 50

Mr. C. D. Wilkinson (Monthly sub.) ... 20

L. N. L. (Monthly sub.) ... 75

B. T. ... 150

Victoria British School (Monthly sub.) ... 10

Messrs. Gibb Livingstone & Co. ... 1,000

Mr. G. Morton Smith (Monthly sub.) ... 10

Mr. E. G. Smith (Monthly sub.) ... 10

Mr. J. H. C. Goodban (Monthly sub.) ... 10

Staff Messrs. Lane Crawford & Co. (Monthly sub.) ... 150

Mr. H. Owen Carstanen (Monthly sub.) ... 10

Mr. T. Kring (Monthly sub.) ... 10

Mr. F. E. A. Worsce (Monthly sub.) ... 5

Mr. J. P. Elster (Monthly sub.) ... 5

Mr. A. C. Pedersen (Monthly sub.) ... 5

Mr. B. O. Jensen (Monthly sub.) ... 5

P. & Co. (Monthly sub.) ... 100

G. B. B. (Monthly sub.) ... 25

Mr. H. W. Lerman (Monthly sub.) ... 25

Mr. J. C. Kerr (Monthly sub.) ... 5

Mr. J. C. Gordon (Monthly sub.) ... 5

Mr. J. C. Willis (Monthly sub.) ... 3

CANTON NEWS.

Our Canton correspondent writes as follows:—

A New Idea.

Over 100 M.P.'s belonging to ten separate Provinces have held a private meeting strongly criticising those who had violated the three principles for which the Northern Squadron had come over to the South, and declaring that if the principal aims be not realised the only way is to adopt the United States system in the 13 States, such to have their own Administrative Government.

Railway Protection.

The Superintendent of the Canton-Kowloon railway (Chinese section), owing to meet of the King Wai troops stationed on the various points along the way having been removed, has asked the Authority to increase the protecting force as the winter season is approaching.

A New Peace Society.

A telegram from Peking signed by over twenty high officials, headed by Hung Hi Ling, to the Authorities of the South-East Provinces, says that a Bureau called "The Peaceful Settlement Bureau" has been formed. It is not political in character and will be dissolved as soon as peace is attained. It appeals to all to render assistance in order to secure a united country.

Civil Governor's Troops.

The Tachun has sent an official letter to the new Civil Governor Chok Wong, asking him to take over the command of the Shiu Kwan (Shiu Hing) troops with Ku Yat Kwong as assistant. It will be interesting to see what Li In Hon will do.

The A. D. C. Production.

By kind permission of Commander Finlayson, the Band of H. M. S. will play at the performances of "The Barton Mystery" on Thursday, November 7th, and Saturday, November 9th, for which booking is now open at Montre's. The proceeds of the production will go to "Our Day" Fund.

Mr. N. B. Karanjia

(Monthly sub.) ... 50

A. W. (Monthly sub.) ... 5

H. M. Navy and Dockyard (Monthly sub.) ... 80

Collections from Passengers and Officers ... 20

as. Aki Maru per G. W. Ellis:—

Australian Notes ... 187.05

\$25 at 5.80, \$150.80; Australian Silver \$4.10/8 at 5.80, \$28.25; Hongkong Currency \$10

Messrs. Patel and Co. (Monthly sub.) ... 25

Anonymous (Monthly sub.) ... 50

Lord Roberts' Memorial Workshops.

Per H. K. Club:—

Members (Monthly sub.) ... 25

Officers Families Fund.

Per H. K. Club:—

1 Member (Monthly sub.) ... 1

Per Royal H. K. Golf Club:—

Members sub. for August (Monthly sub.) ... 1

Anonymous Monthly Subscriptions ... 51

Dreadnought Hospital:—

Per H. K. Club:—

1 Member (Monthly sub.) ... 5

Per Royal H. K. Golf Club:—

Members sub. for Aug. (Monthly sub.) ... 5

Soldiers and Sailors Families Association.

Mr. H. A. Nisbet (Monthly sub.) ... 25

Tobacco Fund.

Per H. K. Club:—

1 Member (Monthly sub.) ... 3

Pipe Fund.

Mr. F. G. Beake (Monthly sub.) ... 10

Already acknowledged, ... 1,198,953.85

Amounts remitted ... 1,171,429.25

Balance in current a/c \$27,411.09

H. G. SANDFORD, Hon. Treasurer,

Hongkong, 29th October, 1918.

DAIRY FARM NEWS.

There is no substitute for any Dairy Product

FRESH MILK

Is both Food and Drink.

Children must have it--adults should have it

FRESH CREAM

Is concentrated food.

TO-DAY'S NEW ADVERTISEMENT

SHIRTS

"ARROW"

COLLARS

HOCKEY.

The Defence Corps Team.

The Hockey players of the Hongkong Defence Corps held a meeting at Headquarters on Monday to discuss the prospects for the coming season. It was decided that the team be entered in the United Services Hockey League. Mr. F. W. S. Evans was elected Captain and Honorary Secretary and Mr. A. Morse was elected Vice Captain.

All members of the Corps who wish to play are requested to communicate with the Captain, c/o Messrs. Caldwell, Macgregor and Co., who will also be pleased to arrange friendly games.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THURSDAY next, October 31st, being the day fixed for the celebration of the Emperor's Birthday, the Japanese Consulate-General here will be closed except on urgent business.

G. R.

NOTICE.

NORTH POINT PUBLIC BATHING BEACH.

KENNEDY TOWN PUBLIC BATHING BEACH.

THE facilities provided at the above beaches for bathing purposes will not be available after the 31st October, 1918.

L. PERKINS, Director of Public Works.

Public Works Office, Hongkong, 30th October, 1918.

ELECTION ADDRESS.

To the Justices of the Peace for Hongkong.

GENTLEMEN,—

Having been nominated by MESSRS. ANDREW FORBES AND C. D. WILKINSON for the vacancy on the Licensing Board caused by the retirement of MR. E. SHELLIM, I beg to solicit the honour of your suffrages in the event of a contested election.

Voting (by ballot) will take place at the office of the Registrar of the Supreme Court on Monday next, November 4th, between the hours of 4 and 5.30 P.M.

Your obedient servant,

A. E. LOWE.

Hongkong, 30th October, 1918.

Pack up your troubles in your old kit bag

And Advertise

You do not wish behind the times to lag

It would be most unwise

What's the use of worrying

Let no one troubles in your old kit bag

Pack up your troubles in your old kit bag

And Advertise.

Preferably in the

DOLLAR DIRECTORY.

23, Queen's Road Central.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—Young LADY FOR DRAPERY STORE. Previous experience preferred but not essential. Apply F. G. Office of this Paper.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Liquidator of Messrs. BLACKHEAD & COMPANY, F. H. HOHNKE, F. J. R. SCHWARZKOPF, E. H. THIEL and J. E. DANIELSEN, in pursuance of an Order of the Hongkong Government to sell by Public Auction at 3 o'clock in the AFTERNOON.

ON THURSDAY

the 28th day of November, 1918, at their Auction Rooms at No. 8 Des Voeux Road Central.

THE VALUABLE LEASE-HOLD PROPERTY

situate and being Rural Building Lots Nos. 37 & 38, and known as "Smith's Villa," The Peak

IN ONE LOT

The property has an area of 86,900 square feet or thereabouts.

On it is situate a well built European bungalow, which contains 3 good rooms with a pantry and drying-room. There is a large basement below, in which are situate the servants' rooms and kitchen.

The property is held for the residue of a term of 75 years from the 29th November 1886. The Crown Rent is \$202.00 per annum.

Particulars and Conditions of Sale may be had from:—

MESSRS. DEACON, LOOKE, DEACON & HARRISON.

Solicitors for the Liquidator or from:

HUGHES & HOUGH, Auctioneers.



COAT SWEATERS.

In either White, Grey, Camel-hair or Heather Mixture Colour; all Weights and Sizes at prices ranging from \$9.00 each.

MACKINTOSH

MEN'S WEAR SPECIALISTS,

12, DES VOEUX ROAD. TELEPHONE NO. 23.

Powell Ltd

TELEPHONE 346

LATEST STYLES

Glyn's Hand made Hats Old English make

NEOLIGES in all the NEWEST

MATERIALS and SMARTEST SHAPES.

SOFT FELTS, CAPS, STRAWS, and the POPULAR VELOUR.

SINGLE and DOUBLE TERAIS.

NEW MUSIC.

"OH BOY!"
"OH YOU DADDY"
"STRUTTERS' BALL"
"ALOHA SOLDIER BOY"
"SAND DUNES"
"THE YANKS ARE AT IT"

THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD. TEL. 1322.

THE LEADING BRAND

OF

HOME BOTTLED GUINNESS' STOUT

ON THE MARKET

T. B. HALL & CO. LTD.

TRADE MARK.

THE BOARS HEAD BRAND

OF

ALE & STOUT.

THIS FAMOUS BRAND OF STOUT

IS RECOGNISED BY ALL CONNOISSEURS

AS A STANDARD OF QUALITY

AND PURITY.

SOLE AGENTS

CANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No 135. 6, Queen's Road Central, Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

VESSELS despatched to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:—

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.P. L. Knight,
Acting Superintendent.CANADIAN PACIFIC
OCEAN SERVICES LIMITEDPACIFIC SERVICE
CANADA, UNITED STATES
AND EUROPE

QUICKEST TIME ACROSS THE PACIFIC

SAILING ON OR ABOUT—

	from HONGKONG	from NAGASAKI	from YOKOHAMA
Empress of Japan	15th Dec.	31st Oct.	5th Nov.
Key West			
Monteagle			(Not yet determined)

* Not sailing from Hongkong and Shanghai.

* Freight Service Only.

Regular Mail, Passenger and Freight Services.
Excellent Accommodation. Moderate Rates.

For particulars regarding passage rates, sailing times, and other information, apply to the undersigned at the P. & O. S. N. Co.'s office, Hongkong, 1st April, 1917.

For freight rates and through bills of lading, apply to the undersigned at the P. & O. S. N. Co.'s office, Hongkong, 1st April, 1917.

P. D. SUTHERLAND,
General Agent,
Hongkong.

J. M. WALLACE,
General Agent,
Hongkong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI and JAPAN PORTS.

BASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Sept. 24, 1917. Agents.PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.Operating the new First Class Steamers
"ECUADOR," "VENEZUELA," and "COLOMBIA,"
14,000 tons Each.Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

"ECUADOR"	Nov. 6th.
"COLOMBIA"	Dec. 4th.
"VENEZUELA"	Dec. 31st.

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. Special rates are given to the military and the armed forces of the United States. Tickets are interchangeable with the Tokyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, literature, schedules, etc., apply to—
Company's Office in
ALEXANDRA BUILDING,
Chater Road.

Telephone No. 141.

SHIPPING

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	*Kaga Maru T. 12,300	[WED., 6th Nov., at 11 a.m.]
	*Yokohama Maru T. 12,341	[SATUR., 16th Nov., at 11 a.m.]
NAGASAKI, KOBE & YOKOHAMA	*Nikko Maru T. 9,600	[SATUR., 14th Dec., at 11 a.m.]
SHANGHAI, MOJI & KOBE	*Kosoku Maru T. 7,000	[TUESDAY, 5th Nov.]
	*Tensho Maru T. 7,000	[FRIDAY, 15th Nov., at noon.]

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

MELBOURNE VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

NEW YORK VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

CALCUTTA VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

For date of sailing, apply at the Company's Office.

* Connecting Shanghai & Yokohama. * Wireless Telegraphy.

HONGKONG-VICTORIA, S.C.—SEATTLE VIA MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "Fushimi Maru," "Seiwa Maru," "Kashima Maru," and "Katori Maru," each of over 10,000 tons displacement.

Next sailings from Hongkong.

* Fushimi Maru THURS., 19th Dec., at 11 a.m.

For further information apply to
NIPPON YUSEN KAISHA.
B. MORI, Manager.

Telephone Nos. 292 & 291.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Steamer.	Tons.	Leave Hongkong.
KOREA MARU	20,000	5th Nov.
SIBERIA MARU	22,000	14th Nov.
TERO MARU	22,000	25th Nov.
SHINTO MARU	22,000	15th Dec.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CHUZ, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.

Steamers.

KIPON MARU 11,000 30th November.

KIYO MARU 17,200 9th January.

Steamers are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager.
KING'S BUILDINGS.
Telephone Nos. 2374 & 2375.JAVA PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LYN.Monthly Service between
NETHERLANDS, MANILA, HONGKONG & SAN FRANCISCO
Next Sailing from HONGKONG TO JAVA.

S.S. "TJISALAK" on the 10th Oct., at noon.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a fully qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LYN.
General Managers,
York Buildings.

Telephone No. 1574.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

(15,000 tons, American Registry) (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

January 9th, 1919. November 21st

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street, Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For particulars of sailings, shippers are requested to approach the undersigned.

Steamers proceed via Cape of Good Hope.

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

or to BEISS & Co. Co.

Hongkong, Jan. 1917.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Sunning	31st Oct. at noon.
TIENSIN	Huichow	1st Nov. at noon.
SHANGHAI	Yingchow	2nd Nov. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

Telephone No. 36.
Hongkong Oct. 30, 1918.BUTTERFIELD & SWIRE,
Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected at or about	Will leave at or about	To
Tjilatjap	Kobe & Moji	6th Nov.	9th Nov.	Macassar
Billiton	Java & M'sar	9th Nov.	13th Nov.	Kobe
Tjipanas	Tjilatjap	7th Nov.	12th Nov.	Saigon
Nias	Java	22nd Nov.		

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building. (15)
Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occupying 3 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	J. W. Evans	FRI. 1st Nov. at 1 p.m.
Haitan	A. E. Hodgins	TUES. 5th Nov. at 1 p.m.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
HAIPHONG	Loksang	Thurs., 31st Oct. at 8 a.m.
MANILA	Loongsang	Fri., 1st Nov. at 3 p.m.
SANDAKAN	Mausang	Sat., 2nd Nov. at noon.
TIENSIN	Chipsing	Sun., 3rd Nov. at 11 a.m.
HAIPHONG	Tungshing	Tues., 5th Nov. at 8 a.m.
MANILA	Yucsang	Fri., 8th Nov. at 3 p.m.

CALCUTTA LINE.—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the S.S. "SWANSEA" and "WIT" calling at Singapore and Penang. The former vessel has excellent passenger accommodation, and is fitted with electric light and fans, and carries a fully qualified surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessel, with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when date accommodation for passengers.

Cargo taken on through Bills of Lading for Kadsa, Jeddah, Lahran, Teyra and Lahad Dada. TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Wafangdian and Chifu.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.

LONDON OFFICE—84, QUEEN STREET, E. C.

6, Haymarket, S. W.

11, Elbury Street, S. W.

Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

SHIPPING NEWS.

Vickers and America.

If the enterprise of Messrs. Vickers, Ltd., in Argentina and Chile develops, a big expansion of the shipbuilding industry in South America is certain to result. As regards the yard at La Plata, a concession has been obtained from the Chamber of Deputies, Buenos Ayres, and it is proposed, it is stated, to build ten steamers of 10,000 tons each and four of 7,500 tons each by the end of next year which, in view of the remarkable depletion of the Argentine Mercantile Marine, should be of considerable assistance to exporters as well as importers. At Santiago, Chile, a similar development is expected. Ship Repairing in South Wales.

Probably the largest job of the war in the South Wales ship-repairing trade has just been completed at Cardiff. The vessel's repair was extremely heavy, and his Majesty the King on his last visit to Cardiff was interested in the work. The vessel required the renewal of an exceptional number of plates, etc., the cut out of the side of the ship being about 110ft. The job was completed in record time by the Channel Dry Docks Co., and each tank was passed by Lloyd's surveyor, and the work completed in a manner and time that delighted the owners. At the present time there are a good number of jobs in hand in the various yards, most of which are rather heavy. Business continues most brisk in all yards.

Bristol Channel Shipyard Work.

It is stated that as soon as the permission of the Admiralty authorities is received it is proposed to lay down a shipyard at Newport on a site near the Old Dock. The promoters will lay down six slips, and the railway authorities have promised to lay down sidings. Meanwhile very little is known as to company, who the promoters are, and the extent of the capital to be put in the venture. As in the case of the proposed yard at Cardiff, which has apparently fallen through—these details are shrouded in mystery. The concrete shipbuilding industry at Portchewell, however, is being mainly backed by a Cardiff coal exporter and shipowner, and it is stated that there is every prospect of the venture being a successful one.

Shipowners' Food Pool.

Mr. Frank Krulder, in a letter to the "Times" recently announced the end of the Shipowners' Provision Pool, an enterprise by which 9,380 tons of foodstuffs had been brought freight-free by shipowners to this country. As the result of conferences at the Ministry of Shipping and the Royal Commission on Wheat Supplies, the Ministry of Shipping recently asked the Food Controller to take steps to discontinue the pools as supply depots and to take over all foodstuffs direct.

This course has now been adopted. We were informed at the Ministry of Food that Mr. Clynnes has greatly appreciated the splendid response of the shipowners to the appeal made to them last December that all steamers, when possible, should purchase abroad not only sufficient foodstuffs for the voyage home and out again, but also to fill all available store-room accommodation with foodstuffs from countries of origin. The result of six months' working is regarded as an admirable tribute to the patriotism of the shipowners. At the same time it has revealed ways to improve on the original scheme of pooling the foods. Since July 15 the foodstuffs have been taken over direct by the Ministry of Food with a view to getting them into consumption as quickly as possible, instead of their being placed in pool supply depots. In this way it is believed that double handling, 1 1/2 per cent charges on the value, and deterioration may be avoided. The shipowners, we are informed, are now handing over the surplus for direct to the Ministry through the ships' stores inspectors at the Board of Trade offices at the ports where the steamers discharge. Invoices are rendered to the Ministry and paid direct to the owners. The Food Controller is grateful to these shipowners who have supported the scheme during the last six months, and to those who have promised support in the future under the new arrangement. The following commodities are most acceptable from countries other than America—Flour and cereals, beef and mutton, dried fruits, preserves, tinned meats and canned goods, and tinned milk.

NOTICE.

IMPORTANT NOTICE.

To Owners, Captains & Engineers of
all Ships Trading to Saigon.

SHOULD YOU REQUIRE REPAIRS, DECK OR ENGINE ROOM
OR ANY KIND OF STORES, PLEASE CONSULT US.

"UNIVERSAL MACHINERY"

40-42 RUE CHAIGNEAU
SAIGON.

SOLE AGENTS OF L. JACQUE & Co's ENGINEERING WORKS
KHANHOI SAIGON.

General Engineers, Boiler makers, Copper-smiths,
Brass Finishers, Foundry, Shipwrights,
Welding by Oxygen, etc., etc.

ALL AND EVERY KIND OF REPAIRS EXECUTED
ON SHORTEST NOTICE, REPAIRS AND TIME
GUARANTEED. PRICES MODERATE.

BRITISH ENGINEER SUPERVISING.
DOCKING CAN BE ARRANGED.

PLEASE GIVE US A TRIAL.

NO JOB TOO SMALL OR TOO LARGE FOR US TO UNDERTAKE.
IN THE EVENT OF OFFICE BEING CLOSED
PLEASE APPLY TO MANAGER'S PRIVATE RESIDENCE.
115 RUE PAUL BLANCHY.
Telephone 300 P. N. HULME, Manager.

JAVA-SAN FRANCISCO

via SINGAPORE, MANILA, HONGKONG, JAPAN and HONOLULU
fortnightly joint-service of the

"NEDERLAND" and "ROTTERDAM LLOYD" Royal Mail Lines.

Next departures from HONGKONG:

Steamers	tons	Sailings
To SAN FRANCISCO VONDEL	10,000	16th Nov., 1918.

These superior passenger-steamers have excellent accommodation for first and second class saloon passengers.

For further particulars apply to:

JAVA-CHINA-JAPAN LIJN

TELEPHONE 1574-1575-1576.

Agents.

NOTICE.



MITSUBISHI SHOJI
KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHIMIZU, KISHIMOTO,
YOSHIMIZU, NIO, NAMAZU, SATO,
KANADA, SHIMIZU, KAMAYAMA, SIBAI,
MIYABE, KAWA, COAL MINES.

Agents for SAKI COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:
NAGASAKI, KARATSU,
WAKAMATSU, MOJI, KURE, KOBE,
OSAKA, TSURUGA, NAGOYA,
YOKOHAMA, TOKYO, HAKODATE,
MURORAN, OTARU, VLADIVOSTOK,
PEKING, TIENTSIN, DAIEN,
TSINANFU, HANKOW, SHANGHAI,
TAIPEI, HONGKONG, CANTON,
HAIKONG, MANILA, SINGAPORE,
CALCUTTA, LONDON & NEW YORK.

Cable Address:—

Hongkong:—"IWASAKI"

Canton, Haiphong:—

"IWASAKISAN"

Codes:—A, A.B.C. 5TH ED.,
Western Union and Bentley's.
AGENCY FOR:—THE OSAKA
MARINE AND FIRE INSURANCE
CO., LTD., OSAKA.

For Particulars Apply to:
S. SAYEKI, Manager,
No. 14, Pedder Street, Hongkong.

UNCLAIMED TELEGRAMS.

The Great Northern Telegraph
Company, Ltd.

The following Unclaimed Telegrams are lying here:

Tungchongyuen, from Shanghai.

Kingsun Nanpeihong, from Shanghai.

Taiwanzong, from Shanghai.

Winghonggong, from Yokohama.

Leahachiao, Hengtyehong, from Amoy.

Linyohun, 46, Yeleken Road, from Shanghai.

Tungtsing, from Shanghai.

Jeefongtsong, Pansan, Des Yoeux Road, Central, from Shanghai.

Shihayuki, Charter Road, from Shanghai.

EARLIER TELEGRAMS.

(Continued from Page 4.)

IMPORTANT SUCCESSES IN THE WEST.

London, Oct. 29.
An American official message says Boisbelleu is entirely in our hands.

Field Marshal Sir Douglas Haig says: A determined counter-attack made on the 27th on Farnars was repulsed after street fighting in which many of the enemy were killed. We slightly improved our positions on the borders of Mormal Forest, and northward of Raimies Forest.

Field Marshal Sir Douglas Haig reports: As the result of a local operation southward of Valenciennes we advanced our line between Rhonelle River and the Scheldt in face considerable opposition and prisoner one hundred. Our aviators on Sunday dropped 12 tons of bombs, shot down sixteen enemy machines and drove down ten. Eleven British are missing.

Reuters correspondent with the French Army, wiring on the 27th inst., states that the Hunding line, broken by frontal attack from the south and turned by the progress of the First French Army from the west, has been abandoned by the enemy. To-night the front runs from Vadenecourt on the Oise to Mortiers on the Serre, passing a mile west of Guise. The German army in front of General Debenedy, is in retreat and the whole German line between Chateau Porcien and Argonne is in danger of being turned. General Debenedy's indefatigable infantry have broken the three river line, which is the last water line the enemy commands between his present front and the Meuse.

A French communique says: Between the Oise and the Serre we are keeping in close contact with the enemy rear-guard. We continued our progress at night time. We occupied Lamoite farm, west of Guise, and reached the western approaches of Leherie-la-Vieville. We passed Monceau-le-Neuf and reached the western outskirts of Pargny-les-Bois. On the Serre front we carried Hill 123, north of Crecy. Further east we gained a footing in the enemy trenches north of Froidmons and Colantille when we maintained our positions despite counter-attacks. East of Nethel American units brilliantly carried out a local operation in which they advanced about a kilometre in the region of the forest and farm east of Attigny. We prisoner 172, including four officers. We have captured numerous prisoners and considerable material. The prisoners captured by the First Army since the 25th number 3,700. The booty in the same period includes twenty guns and several hundreds of machine-guns. The Tenth Army is co-operating with the First Army on the Serre front and is vigorously pushing the enemy northwards. We occupied Crecy-sur-Serre. In the fighting of the last two days we have obliged the enemy to abandon part of the Hunding position between Herpy and Recouvrance. We are following on the heels of the enemy.

THE PLIGHT OF THE TURKS.

Paris, Oct. 29.
A message from Athens states that the last remnants of the Turkish army are concentrating at Bulair and will use Chatalja as a second line for the defence of Constantinople.

London, Oct. 29.
A Mesopotamia official message says the Turks on the 25th held the strong position on the Jebel Hamrin westward of the mouth of the Lesser Zar. Armoured cars attacked the lines of communication from the west while cavalry threatened those from the east. Frontal pressure combined with these attacks compelled the Turks to retreat for twelve miles. We are keeping in close contact. We captured Kirkuk on the 25th. It is reliably stated that British armoured cars have cut the Turks' line of communications from Sherghat to Mosul. The rifle strength of the Turks south of Kirkuk is about eight thousand. The British forces are much larger but no big coup is to be expected at present owing to the badness of communications.

INFLUENZA EPIDEMIC AT HOME.

London, Oct. 29.
The severity of influenza in London, the country and in Ireland is unabated. Some schools are closing down. The mortality is increasing though it is not exceptionally high. A conference of bacteriologists has unanimously recommended inoculation as a preventive or effective curative influence.

GREAT FIRE IN SYDNEY.

Sydney, Oct. 29.
The Colonial Sugar Company's refinery at Pyrmont has been destroyed by fire. The damage amounts to £175,000.

CONSIGNEES

THE DOLLAR STEAMSHIP LINE.

THE Steamship

"HAROLD DOLLAR."

having arrived from Vancouver, via ports on October, 22nd 1918, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 2nd November, 1918, at 5 P.M. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godown where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 28th October, 1918.
Chongqing, Yeestah, 7, from Shanghai.
Ikegamitcmijiro Shiokebimaru, Care Nihonyusen, from Kobe.
Ikegamitcmijiro Shiokebimaru, Care Nihonyusen, (2) from Kobe.
Kingfoo Kachain Nakai, from Shanghai.
Cameron Netherlands Trading Society, from Yokohama.
Yanon, from Kobe.
T. KRING,
Act. Superintendent.
Hongkong, October 25, 1918.
Eastern Extension, Australasia & China Telegraph Co.,
List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong.
Aranami, from Keelung.
Far East Motion Picture Co. from New York.
Fulwell, from Banghoh (Annam).
Read, from Capetown.
Yonok Agency, Java, China Japan Line, from Bindjei.

J. K. GIBSON,
Superintendent.

Hongkong, October 24, 1918.

CONSIGNEES

TOYO KISEN KAISHA.

S.S. "KOREA MARU."

From SAN FRANCISCO VIA HONOLULU, JAPAN PORTS, AND MANILA.

The above named steamer having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery from alongside.

Cargo remaining undelivered on 31st October, 1918, at 5 P.M., will be landed at consignees' risk and expense, and delivery must then be taken from the Company's Godown.

Storage charges will be assessed on all cargo remaining undelivered on 4th October, 1918, at 5 P.M.

No Fire Insurance whatever will be effected.
No Claim will be recognised after the goods have left the Steamer or Godown.
All chafed and damaged cargo will be landed into the Company's Godowns, where they will be examined on 7th November, 1918, at 10 A.M.

No Claim will be recognised if filed after the 15th November, 1918.

T. DAIGO,

Manager.

Hongkong, 28th October, 1918.

THE ROBERT DOLLAR COY.

Agents.

Hongkong, 28th October, 1918.

NOTICES.

DELCO-LIGHT.

A Self-Contained

Electrical plant

for houseboat

Bungalows and

places where Municipal

Electricity

cannot be ob-

tained.

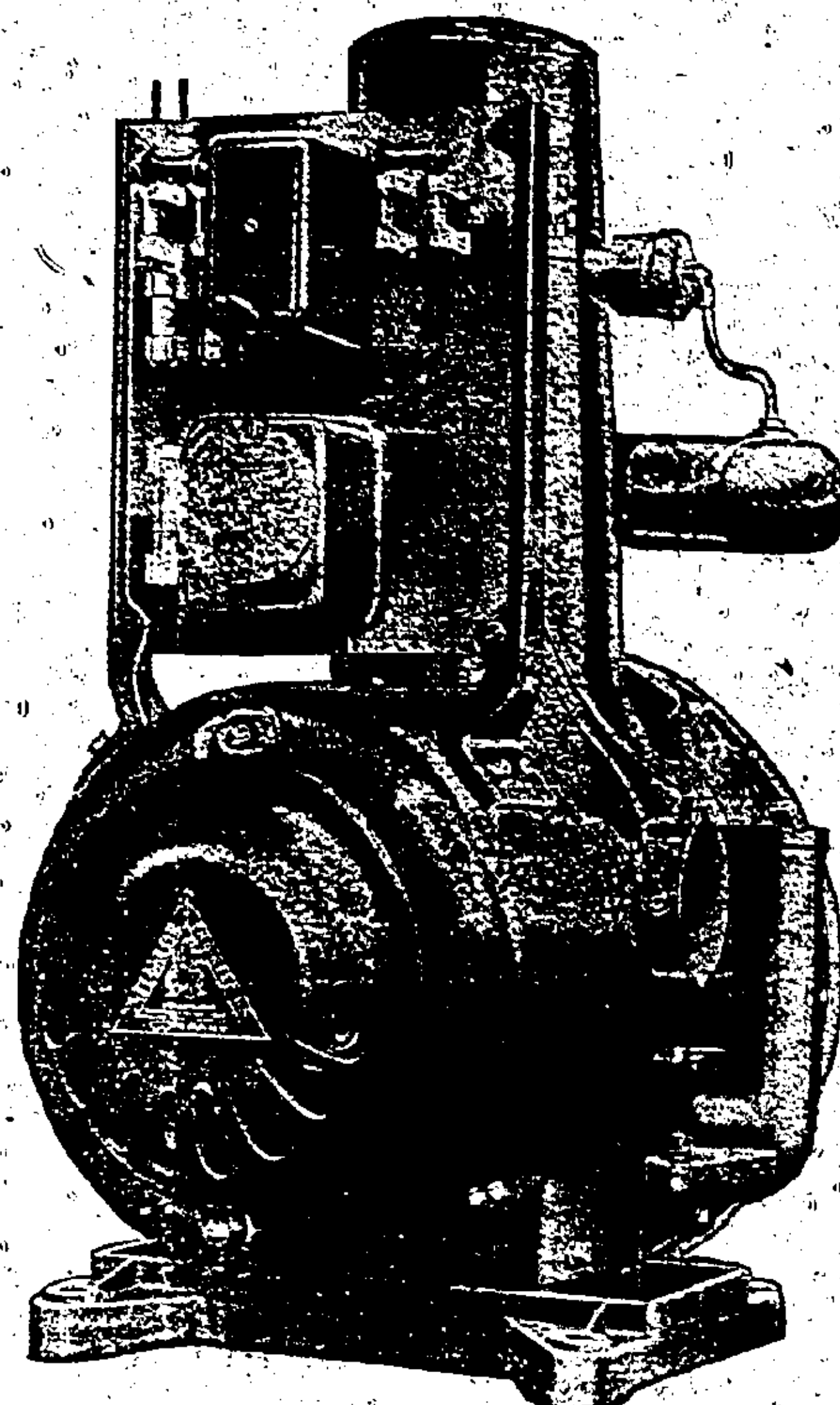
See the number

Sold in this

Country and ad-

joining districts

and



An economical

Safe and Reliable

machine and

works entirely on

KEROSENE.

No magnetos or

carburetors to

worry you, so

simple that a

child can operate

it.

Stops automati-

cally.

Convince yourself by seeing a demonstration at

The South China Agents

Machinery Department,

W. C. HUMPHREYS & CO.

NO. 5, DUDDELL STREET.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A.L. A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkins.

Dock Owners, Ship Builders, Marins and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH FEET	BREADTH FEET	DEPTH FEET	DEPTH FEET	DEPTH FEET
KOWLOON					
No. 1 Dock, Kowloon	100'	10'	10'	10'	10'
No. 2 Dock, Kowloon	100'	10'	10'	10'	10'
No. 3 Dock, Kowloon	100'	10'	10'	10'	10'
No. 4 Dock, Kowloon	100'	10'	10'	10'	10'
No. 5 Dock, Kowloon	100'	10'	10'	10'	10'
No. 6 Dock, Kowloon	100'	10'	10'	10'	10'
No. 7 Dock, Kowloon	100'	10'	10'	10'	10'
No. 8 Dock, Kowloon	100'	10'	10'	10'	10'
No. 9 Dock, Kowloon	100'	10'	10'	10'	10'
No. 10 Dock, Kowloon	100'	10'	10'	10'	10'
No. 11 Dock, Kowloon	100'	10'	10'	10'	10'
No. 12 Dock, Kowloon	100'	10'	10'	10'	10'
No. 13 Dock, Kowloon	100'	10'	10'	10'	10'
No. 14 Dock, Kowloon	100'	10'	10'	10'	10'
No. 15 Dock, Kowloon	100'	10'	10'	10'	10'
No. 16 Dock, Kowloon	100'	10'	10'	10'	10'
No. 17 Dock, Kowloon	100'	10'	10'	10'	10'
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No. 97 Dock, Kowloon	100'	10'	10'	10'	10'
No. 98 Dock, Kowloon	100'	10'	10'	10'	10'
No. 99 Dock, Kowloon	100'	10'	10'	10'	10'
No. 100 Dock, Kowloon	100'	10'	10'	10'	10'
COMMERCIAL DOCK	100'	10'	10'	10'	10'
ARKADEEN					
Hart Dock	100'	10'	10'	10'	10'
Leased Dock	100'	10'	10'	10'	10'

POLICE RESERVISTS
CONVICTED.

Four Chinese Heavily Fined.

At the Marine Court this morning, before Commander C. W. Beckwith, B.N., four members of the Police Reserve—Lam Kai Chin, Chan Sui Kong, Chan Wai Sing and Wong Tak Chun—with Chan Cheuk were charged with aiding and abetting Lai Loy, a boatman, in moving about the harbor during the official night on October 26.

Mr. Leo D'Almada appeared for the first five defendants. Mr. T. F. Hough, A.S.P. (R.), was also in Court.

The boatman was first called and, pleading guilty, was fined \$50.

Mr. D'Almada said his clients would plead guilty.

P. C. Bond said at 1 a.m. on the 26th inst. he was patrolling in West Point anchorage. He saw sampan No. 2529 V, with no light, making towards a junk in the anchorage. He pretended to take no notice and allowed them to tie up. He found the five defendants in the boat. The first defendant, in civilian clothes, had a revolver and the second defendant had a police automatic pistol. He found nothing on the other defendants. He arrested them and took them to the station. A Police Reserve truncheon was found on the launch after defendants had been taken to the station.

Replying to Mr. D'Almada, witness said it was moonlight at the time. When he approached, defendants made no attempt to escape. They pretended to be asleep. He did not go on board the other junk. Defendants did not say they were Police Reservists until they were arrested.

Lai Loy, the boatman, said his sampan was engaged by the defendants at 10 p.m. They told him to go to a junk and on the way he heard them say they were going to look for opium which was coming from the Chefoo.

Mr. D'Almada:—These men will swear they went on the Chefoo; who is telling the truth?

The Witness:—They did not go to the Chefoo; they simply went to the junk.

Mr. T. F. Hough, A.S.P. (R.), said he had taken a record of the four Police Reservists. As regards Lam Kai Chi, he had a fairly good record. He had been in the Police Reserve for three years. Only minor offences were recorded against him. He did not consider there was anything to warrant him saying he had anything but a good character. Mr. Hough dealt with the others, mentioning that Chan Wai Ling had been commended for Police work while off duty. Wong Tak Chun had been twice commended this year and had an excellent record.

Addressing His Worship, Mr. D'Almada said the defendants pleaded guilty to a technical offence on the charge on which they were appearing before the Court. The facts of the case as related to him and also to the Captain Superintendent of Police were that on Friday at about 10 p.m. the first and second defendants were coming from Shek Tong Tai on a tram and they saw the other three strolling along the Praya. The latter party called to the others and said that their friend Li Choi had arrived on the s.s. Chefoo. They eventually decided on the mad project of taking a boat and going out to the ship to see him. There was no doubt that the revolvers were found on the persons of the first and second defendants, but the Police had not stated that the first man had a police licence for the weapon. Both were Police Reservists and were commended men and whether they had a right to carry these revolvers was a matter for another charge if the Police cared to bring it. In bringing in this question of revolvers the Police had attempted to satisfy His Worship that there was something very serious in the minds of the defendants at the time. The regulations were made under the Defence of the Realm Act and he asked His Worship to eliminate from his mind whatever suspicions there might be that these men intended to commit a

LATE MR. J. J. LEIRIA.

Funeral at Happy Valley.

The vast crowd which gathered last evening to pay a last mark of respect to the late Mr. J. J. Leiria testified to the high esteem in which he was held by his friends and business associates. Long before 5.15 p.m., the time for the funeral, a considerable number of friends wended their way down to the French Convent Hospital where the remains lay. Numerous wreaths had been sent to the Hospital and at the monument and the Cemetery gate there were many more floral tributes. At 5.15 p.m. the coffin was borne out of the Hospital and placed in a hearse, the cortege then wending its way slowly to the Cemetery. At the Monument another large crowd of friends joined in the procession.

When the Cemetery gate was reached, the coffin was borne by the following pall-bearers:—Messrs. A. G. da Rocha, O. A. O. Rodrigues, M. A. dos Remedios and L. Remedios.

The coffin was received at the gate by His Lordship Bishop D. Possoni, who was accompanied by Fathers Naval, Robert, Banchi, Spada, Arvat, de Maria and Breton, and was conveyed to the Cemetery Chapel. There the Psalms for the Dead were sung. Later at the graveside His Lordship Bishop Possoni recited the final Committal Service.

The chief mourners were Mr. M. Souza (brother-in-law), and M.A.R. and L.O.R. Souza (nephews). Amongst those present at the funeral were Messrs. E.V.M.R. de Souza (Consul for Portugal), Geo. P. Lismert, H. Hancock, P.V.H. Botelho, A.M.L. Soares, J. M. Alves, Mr. N. J. Stabb, O.B.E., Mr. T. C. Downing, Mr. H. B. L. Dowbiggin, Mr. M. S. Sassoon, Capt. Clarke, Capt. T. P. Hall, Mr. P. Kremer, Mr. J. F. Ecs da Silva (Consul for Mexico), Mr. A. B. Silva Netto, Mr. Leo D'Almada, Mr. E. J. Noronha, Dr. Ozorio, Mr. F. X. D'Almada, Mr. J. D. F. Mulder and many others.

Those who sent wreaths included Messrs. E. V. M. R. de Souza (Consul for Portugal), H. Hancock, Oarroll Bros, Exchange Brokers Association of Hongkong, Club de Recreio, Club Lusitano, Catholic Union Club, Mr. H. Percy Smith, Mr. J. H. Seih, Victoria Recreation Club, Staff Noronha and Co., Muller and Co., Mr. and Mrs. R. Pestonji, Maxam and Co., Hogg, Karsanj and Co. Ltd., H.E. the Governor of Macao, Hongkong and Shanghai Banking Corporation, Netherlands India Commercial Bank, Bank of Taiwan, International Banking Corporation, Yokohama Specie Bank, Swedish Trading Co., Mr. and Mrs. J.E.N. Mody, Mr. S. M. Churn, Mr. N.N. Beaurepaire, Mr. and Mrs. J. H. Taggart, and many others.

The Health Return.

During yesterday there were notified two fatal cases of spotted fever and one fatal occurrence of enteric, all the victims being Chinese.

felony, for it was not proved by the evidence and there was also no evidence that they intended to do anything contrary to the Defence of the Realm Act. If there was talk about opium on the Chefoo it showed nothing more than excessive zeal on the part of the Police Reservists in an attempt to bring to justice some person who might be committing a misdemeanour. If they went there to seize the opium no one could say that they would not have brought it to the station. The men had brought cases before the Magistrate and people had been fined and imprisoned through their zeal.

Mr. D'Almada then asked His Worship to take a lenient view of the case, especially as the defendants had been kept in the cells from Friday until Monday morning. He asked that they be discharged with a caution.

His Worship said he took a serious view of the case, which had been proved to his satisfaction. He ordered each of the defendants to pay a fine of \$250, or undergo two months imprisonment.

JAPANESE BARBERS AT
LAW.

Scheme to Make Hongkong Club Members Angry.

Before the Police Judge, Mr. Justice Gompertz, in the Summary Court this morning, a claim for \$1,000 as damages for assault was heard. The parties were Japanese barbers, the plaintiff being Aiyama, 1st floor 38 Queen's Road Central, a barber, at present an inmate of the Government Civil Hospital, and defendant Sakai, of the barbers' shop, Hongkong Hotel. The assault was alleged to have been committed on September 14, 1918.

Mr. Hall, of Messrs. Wilkinson and Grist, appeared for the plaintiff and Mr. Mattingly, of Messrs. Deacon, Looker, Deacon and Harston for the defendant.

Opening the case, Mr. Hall said he would relate the facts leading up to the assault.

His Lordship:—I hope they didn't use force in the assault?

Mr. Hall:—They used something else instead.

Mr. Mattingly:—They used natural weapons.

Mr. Hall proceeded that the plaintiff was a barber at the Hongkong Club Hairdressing Saloon and the defendant was employed as a barber at the Hongkong Hotel Saloon, but he was dismissed from his employment in July or August. Both parties were at one time friends and the plaintiff called on defendant with a view to sympathizing with him on losing his employment, asking him to go back to the Hongkong Hotel. Defendant asked plaintiff to do his work badly at the Hongkong Club and so get himself dismissed in order that defendant might take his place there.

His Lordship:—It seems rather a large order that.

Mr. Hall agreed that it was and proceeded that defendant had been employed at the Club for a long time before the plaintiff, who refused to fall in with "the action of kindness" requested by defendant. He believed that defendant bore him some malice. Defendant then told various persons that plaintiff was a bad character, and on the latter hearing of this he called on defendant at the Hongkong Hotel on September 14. He asked defendant why he was saying these bad things about him, but the only reply was a blow on the forehead with a clothes brush. A wound was caused and blood was dripping down. Plaintiff put up his hand to ward off other blows and defendant bit his thumb badly.

Dr. McKenny, of the Government Civil Hospital, said that the wound on the thumb became very septic, the bone being involved. Part of the bone had to be removed. The man would never have perfect use of his thumb again.

Plaintiff then went into the box and told his story. When speaking of the methods by which he was to get dismissed from the Club, his Lordship asked "were you to hit a customer over the head?"

Plaintiff replied that he was to make customers angry so that they would make complaints.

His Lordship:—It makes one feel nervous.

Mr. Mattingly:—I am getting distinctly apprehensive.

Replying to Mr. Mattingly, plaintiff said the saloons at the Club and the Hongkong Hotel were owned by the same person. The defendant helped him to get his position as a barber. He had never heard that the manager complained that he (plaintiff) was getting slack or that he asked defendant to speak to him. Defendant had never spoken to him on that matter. He denied that he went to defendant and asked him why he had made trouble about his being slack. He did not strike defendant on the right side of the face with his fist, or seize him by the collar, half choking him by pulling at it.

Plaintiff gave all his denials with a smile and Mr. Mattingly remarked: "It seems to amuse you. I have witnesses who saw this."

Mr. Mattingly:—You continued pulling until your thumb got in his mouth and he not knowing what he was doing, bit

defendant with said.

Plaintiff:—I deny all that.

After you were bitten did you clutch him?—When I was bitten I fell down.

Isn't it a fact that the bar keeper separated you?—I don't remember it.

You had a fight with defendant in the course of which your thumb was bitten?—No.

Answering further questions, plaintiff said a friend of defendant's came to see him the same night.

After theiffin adjournment, plaintiff went into the box and said he was not in the habit of assaulting people. He had never assaulted anyone.

Didn't you assault a rickshaw coolie last April?—No.

Didn't you spend a night in the Police Station?—No.

His Lordship:—Was he convicted?

Mr. Mattingly:—No.

Another hair dresser employed in the saloon of the Hongkong Club said the defendant had told him that plaintiff was not working properly and if a better man could be found he would be put there. He repeated this to plaintiff. The plaintiff absented himself one day and another barber was sent there.

A barber employed at the saloon at the Hongkong Hotel said that on September 14th, the plaintiff called at the saloon a little before 7 p.m. One of the boys in the shop said he received 50 cents from defendant. He did not see the money given.

Judgment was given for plaintiff with costs.

A LANDSLIP.

Two Chinese Women Injured.

Shortly after nine o'clock this morning a rather big landslip occurred near some houses on Bonham Road, opposite Centre Street. In the vicinity some new retaining walls are being built but these were not affected. Two Chinese women were unfortunately buried under a considerable amount of earth and it was at first feared that they would be seriously injured. The Police were at once got into communication with, and very soon a large body of men from the Central Police Station were drafted to the scene and the work of rescue commenced. The efforts of the party were early attended by success, the two women, who had been engaged in the work of removing earth, being dug out. After examination it was found that they had suffered injury to their legs but not of a serious nature, though owing to shock and the advisability of having their wounds dressed they were conveyed to hospital.

EXTRADITION CASE.

At the Police Court this afternoon, Mr. J. B. Wood heard a formal application for the extradition and surrender of Kong Chai-lan, to the Macao Authorities, on the grounds of his being a fugitive. Mr. G. M. Wakeman (Crown Solicitor) appeared for the Crown and Mr. P. W. Goldring appeared for the defendant.

Mr. W. G. Fitz-Gibbon, First Clerk in the Colonial Secretary's Office, deposed that on September 17 last, he received a requisition from Macao to H. E. the Governor of Hongkong. It came through the post. There was a second document which had a double seal on it.

Mr. F. X. H. do Rozario, clerk in the Colonial Secretary's Office, deposed that he translated the documents from Portuguese into English. The translations (produced) were correct.

Mr. B. J. do Rosario, recalled, said that the defendant was the man who was committed to the Macao Gaol.

In reply to Mr. Goldring, witness said that he knew that the defendant was the same man, because he had seen him in gaol.

Mr. Goldring:—Were you present at the trial?

Witness:—I was not present at the trial.

The case is proceeding.

Plaintiff:—I deny all that.

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THROUGH GERMAN EYES.

Central Europe and Japan.

During the early discussions of Japanese intervention in Siberia it was obvious that Germany desired nothing so little as real co-operation among the Allies in the Far East; says the Times. Since Japan intervened a clumsy propaganda has begun to represent Japan as the tool of England and the United States. The arguments used from time to time—even from day to day—are irreconcilable, but what they all betray is the hope that, somehow or other, the conclusion of peace will leave the Far Eastern problem still sufficiently unevolved for Germany to find there a profitable field of intrigue, and even her chief field of diplomatic activity.

Occasionally writers who seriously study Russia and the East go farther than vague suggestions. Thus in his weekly review of foreign affairs in the *Kreis Zeitung* of August 14, Professor Otto Hoetzsch, who is now one of the most influential Prussian writers, proposed a regular political programme based upon a Far Eastern "general idea." He writes in terms which are well worth noting:—

Against France and Russia we stand only on the defensive, and the real enemy is England, whose greatest competitor we are, desire to remain, and must remain. And as long as America goes with England the same thing applies to her. Since in four years England has not succeeded in starving us out and defeating us, the war has become more and more a trial of strength between us and the United States, which to-day is the chief centre of the Entente's power of resistance and champion the war aims of the Entente as its own. We have to set up our war aims policy and method against the joint policy and method of the Anglo-Saxons. We need the extension of our power, territorially and otherwise, for the same reason that England aims at extension of power. Without power there is no security. We seek this extension of power directly and indirectly in league with our colleagues in the war, Austria-Hungary, Greater Bulgaria, and Turkey in her old extent. For a Turkey which was ready to abandon Mesopotamia and Arabia in favour of England, as against expansions in the Caucasus and beyond, would decisively alter the political world-picture at which we aim.

"Now Germany's extension of power is great enough to give security in itself against any and every political combination. But Central Europe and the sphere of political influence which is described in the formula as Berlin-Bagdad presents too small a basis in face of the union of the other world-empire. The community of our interests with Japan consequently forced itself upon our attention at an early date. It is at least as great for Japan as for us. After the war Japan will need Germany. That is exactly why the Entente desires to hold Japan fast by means of the intervention in the Far East, to effect a more considerable participation of Japan in the war by means of its Asiatic phase, and so to close again the ring round Germany which was burst when Russia collapsed. Germany must turn this ring; if she does not succeed in breaking up the coalition which England has formed against us the war is politically lost for Germany."

How to Defeat the League of Nations.

It will be noticed that Professor Hoetzsch candidly describes Germany's control over her allies as "an extension of Germany's power," and that his argument about the Far East depends entirely on the prevention of real and permanent harmony between Japan and her Allies. He proceeds to argue that all special aims in the East are by themselves useless, and that it is only through Japan that Germany can ultimately defeat not only the material aims of her enemies but their ideal of a League of Nations. He writes:—

If our speculations about German-Japanese community are to have any solid ground, we must adopt a definite attitude with regard to what lies between us and Japan on the map. The political

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M.P. WINS D.F.C.

Captain Benn, D.S.O., Awarded New Flying Decoration.

Capt. Wedgwood Benn, D.S.O., M.P., has been awarded the Distinguished Flying Cross for conspicuous gallantry in the air. He has been in Italy since June 1917, and was appointed Adjutant, R.F.C. Military Wing, last March. It was in October, 1914, that Captain Benn, then 37 years of age, resigned the position of chairman of the National Relief Fund and joined the Army as second lieutenant in the Middlesex Hussars. He has been on active service over since, first in France, afterwards in Egypt and the Dardanelles. Since February, 1918, he has been attached to the Air Service, and saw much fighting as observer to Commander Samson. He qualified as a pilot about 18 months ago.

For his services in connection with the sinking of the Ben Machree, Captain Benn was awarded the D.S.O. He gained the Croix de Guerre for his part in the defence of the Castelloriso against the Turks.

Captain Benn, a son of Sir Tower Hamlets as a Liberal since 1908. He has been a Lord of the Treasury, and in 1916 was offered the post of Chief Government Whip.

Licensing Board Election.

For the vacancy on the Licensing Board caused by the retirement of Mr. E. Shellim, there is so far one nomination, Mr. A.E. Lowe being proposed by Mr. Andrew Forbes and seconded by Mr. C.D. Wilkinson.

Italian Artists.

The public will be interested to hear that Les Aldo-Pini, the talented Italian artists, are to again appear at the Victoria Theatre to-morrow, Friday and Saturday nights. They leave for Singapore on Sunday.

Catholic Service.

We are informed by His Lordship Bishop Possoni that there will be a solemn Pontifical Requiem Mass in the Cathedral of the Immaculate Conception at 7.30 a.m. on Monday, the 4th November, for the repose of the souls of those who have died in the war. All Catholics are earnestly exhorted to attend the service. The Commemorations on the 4th, 5th, and the following days, as notified in the *Catholic Directory*, will consequently be held one day later in each case as stated in the leaflet of the Apostleship of Prayer.

Continental consolidation in Central and South-Eastern Europe and the agreement with Japan are possible only by means of agreement with Slavdom—and that both with the Slavdom in Austria-Hungary and with the Slavdom of the former Russian Empire. This whole idea is the only thing that we can set up with political success against the Anglo-Saxon League of Nations idea of to-day.

"By what other road can we reach the positive ideas of Realpolitik which we look to-day and which we need to-day if we are to defeat our enemies politically? Without this all 'thinking in continents' and all speculation about India, Egypt, Caucasus, and so on, remain mere political imagination; we shall be committing the same mistake as we did with Rumania when we devoted ourselves to great German-Turkish programmes and entirely overlooked what lay between Germany and Turkey on the map. If we want to burst the 'world coalition,' so that England will be terrified of the possibility of a fresh war with us, the programme here sketched must be our general idea; its realization, combined with the force of arms, will checkmate England-America, will force them to recognize our vital necessities, and, until that has been achieved by war and political ideas of our own to the Anglo-Saxon political ideas shall regard to what lies between us and Japan on the map. The political

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TO-DAY'S MISCELLANY.

Lovers of Edward FitzGerald, prince of letter-writers, will be interested to hear that his old thatched bungalow, Boulge Cottage, near Woodbridge, is to be let. It is a large cottage, for Edward FitzGerald liked space. To Boulge Cottage came many a friend of the translator of Omar Khayyam, and from this address some of his finest discursive letters to friends were written.

"Noyon lies in front of our battlefront," will become a classic in euphemism, says a Home paper. Even Ludendorff has never surpassed this delicate way of announcing that Noyon is no longer in German hands. In the course of the next few weeks we may hopefully look forward to passages in the German bulletins informing us that "Cambrai is only a few minutes walk from our lines," or "Our gallant forefield greys now have an excellent view of Le Cateau."

The Royal Scots (Lothian), of which Princess Mary has just been appointed Colonel-in-Chief, is our oldest regiment. In the seventeenth century, when it was called "Le Regiment de Douglas" and in the service of France, it earned the nickname of Pontius Pilate's Bodyguard. Some men of the Fife and Forfar Regiment put in a claim to greater antiquity than the Scots, and declared it was a Picardy detachment that was on guard the night after the Crucifixion. "Very likely," came the retort. "If we'd been on duty we should never have slept at our post."

Captain O. A. T. Wilkinson, twice wounded, has the best wishes of all lovers of "the game" for his prompt recovery. Though not a stylist, yet a batsman who could make runs, a bowler who could take wickets and a sound field, he was worthy of a place in a county eleven. But he was also not only a good cricketer, but a good judge of the game, bold enough to form a decision, yet wise enough to take advice, as his consultations on the field with Hayward or Hayes showed. His skillful captaincy undoubtedly helped Surrey to win the championship.

Dr. J. Stuart Holden, of St. Paul's, Portman-square, has just arrived in England from America, where he addressed many meetings in the great cities on the part Britain has played in the war. He returned on a transport which brought over some thousands of American troops and he had Mr. Samuel Gompers among his fellow passengers. Dr. Holden was much moved by the keenness and enthusiasm with which America has flung itself into the great crusade. He says the voluntary rationing in America is quite as drastic as the compulsory rationing in this country.

What a lifetime has been that of Lord Halsbury, who has just entered his ninety-fourth year with vigour of mind and body apparently unimpaired! It covers the whole of three reigns and parts of two others,

THE COMING OF THE AIR AGE.

I.—The First Commercial Route.

Mr. Claude Grahame-White writes, in the *Daily Chronicle* as follows:—

The Civil Aerial Transport Committee, after deliberating for a year, has now sent its report to the Air Ministry; and it is hoped that the Air Council, after considering this report, will take prompt and vigorous action. The committee was only advisory; and what is required now, and is indeed overdue, is executive work in selecting and organising those aerial routes which can be opened up for traffic immediately after the war ends.

While the committee has been deliberating practically nothing has been done. The Air Ministry, indeed, has no power yet to deal with commercial flying. Its powers are purely military. But Parliament would, of course, soon give it what powers it requires, and it is now generally assumed that—probably in collaboration with the Board of Trade as to the control of passenger traffic—the Air Ministry will have the task, after the war, not only of directing military air work, but of fostering all forms of civil flying. The industry, in fact, looks to the Ministry for something more than a formal blessing when the first aerial services are established. It will expect the Ministry to represent its case very strongly to the Government; and, should the question arise, as it may, of subsidising experimental routes, then the Air Ministry must be ready to herd the officials of the Treasury in their den, though to obtain money from the Treasury after the war may be a task requiring an almost supernatural gift of persuasion.

By Air Express to Paris. There should be no need, however, so far as the promotion of certain air routes is concerned, to go cap in hand to the authorities. Take London-Paris as an example. It should be possible to operate such a route entirely by private enterprise, and to make it pay. We shall have machines, when the war ends, which will carry a dozen passengers between these two cities in a journey lasting only three hours instead of seven—the shortest time by land and sea; and, provided the volume of traffic is sufficient to dispatch several large machines each way daily, it should be possible to carry passengers, probably, at an express fare of £5, or very little more. When one remembers that the first-class rail and boat fare is, at normal times, £210s. 11d., and that the traveller who goes by air would save a clear four hours as compared with land and sea, it appears reasonable to assume that a number of passengers would be forthcoming if the single fare was only about £5.

There are other routes, also, connecting London with Continental cities, which private enterprise should be capable of operating successfully, without Government assistance; and the same applies to certain express routes in this country, though here our short distances, as compared with those from London to the Continent, may make it difficult for an airway, to compete directly with a railway remembering that time must be occupied in establishing the land connections of an airway, and that it requires a non-stop flight of three or four hours for an aircraft to show its superiority over a train. With high-speed machines, however, carrying only a pilot and a bag of urgent letters for which special fees are paid, it should be possible to establish, successfully, certain purely express air-mail routes between London and the cities of the Midlands and the north.

Flying at a speed of 150 miles an hour, these express machines should enable an urgent letter to be posted in the morning in London, at some convenient time after the opening of business, and received so quickly as, in Manchester, that a reply could be written and delivered in London in time to be dealt with before the close of the business day. It should also be possible to post a letter in London as late as

11.30 a.m., for a city as far distant as Glasgow, and for this letter to be delivered in a Glasgow office by about 4 o'clock in the afternoon. The fees charged at first for a letter sent by express air-mail would be comparatively high—probably about 2s. 6d. for a distance of 250 to 300 miles.

It is also believed that, in spite of our short distances, and express railways, there would be scope for a service of aircraft—large machines carrying mails, passengers, and light urgently-consigned goods—which would connect important centres of population, and which fly daily along some given route, stopping here and there to pick up or set down, rather in the manner of the old mail-coaches. An average speed, even with large, heavily-laden machines, would be 80 or 90 miles an hour; they would show, therefore, a marked saving of time over the train.

Licking up the Aerodromes. One of the difficulties to be overcome, in running an air service in this country in direct competition with railways, is to reduce to its lowest proportion the time taken on land connections. Aerodromes will at any rate for some period after the war, be established on the outskirts of cities—though ultimately it may be possible to bring large machines right into the heart of a city. But in any immediate post-war service there will be the question of carrying passengers out to the aerodrome of departure, and then of conveying them into a city again from the aerodrome of arrival. In especially favourable conditions this may be done by tube or train. The London Aerodrome, for example, is already connected directly with a main railway line; and it is also intended, after the war, to extend one of the tube railways out to this aerodrome. But in many cases the land connections will have to be made by fast motor-cars, in the case of passengers, and by motor-cycles in the case of mails. In both cases the cost of this land transport will be included in the general fee charged.

The ideal is to pick a business man up by car at his office and drive him to the aerodrome of departure, then transport him by air, and finally take him, again by car, right to the door of the office which he wishes to reach in the city of arrival. And there is no reason why this should not be done. Given such an organisation, all a business man would have to do would be to ring up the nearest aerodrome on the morning on which he wished to travel; the aerial transport company would then do the rest. Having read so far, however, a reader will no doubt have questions in his mind. He may, for example, desire to ask: "Can you make it reliable?"

II.—ORGANISING AN 'AIRWAY.'

High speeds, such as can be obtained in aerial travel, are not in themselves sufficient. We must also have safety and dependability. Can these be assured? The answer is that they can, but only as a result of the most efficient and careful organisation.

On a fine day an aviator merely requires a ground from which to start and a suitable alighting point when his journey is done. It is possible that his motor may fail while en route, and that he may have to make a forced landing; but, even so, with the atmosphere clear and other conditions favourable, he should be able, as a rule, to bring down his machine without accident. The question of navigation, when the weather is fine, need not trouble him at all; he has map and compass, and, should he be in doubt at any time, he can make a direct visual observation of the ground, and pick up a landmark which will tell him infallibly where he is.

But immediately weather conditions are bad, or even partially unfavourable, the whole problem is changed. If a pilot has engine failure when the air is misty, or the wind very high, he may be unable to reach a suitable alighting point, and may have a bad crash. Also, an even greater menace, he may lose his way in mist or fog, or a side-wind may drift him off his course. Bad weather, indeed, and particularly the existence of mist, fog,

or low-lying cloud, may turn a safe and simple cross-country flight into an expedition of very considerable danger.

Bad Weather Flying. Readers should not, however, jump to the conclusion that an air service will only be possible on days when the weather is fine. This would be the case, it is true, if a pilot was simply told to leave one aerodrome, near London, and attempt to reach another, near Paris, without any ground organisation to help him. But it is precisely in this matter of ground organisation that bad weather flying will be made possible. Aerial transport companies will not organise for fine weather. What they will organise for is bad weather—for the maintenance of a service even when there is mist, rain, fog, cloud, or a gale of wind.

It is in this preliminary organisation that much might be done, even while the war continues. Pilots and machines cannot be spared for any experimental commercial service—so the Air Ministry has ordained. But time should certainly be spared by the Ministry, in collaboration with the industry, to decide at once on certain routes, and then to put in hand the ground organisation which will be necessary before any day and night air service can be run over such routes. It will be noted that I have mentioned night flying. This will be essential in the transport of mail. It should be possible to carry the night mail from London through to Italy; and, by doing so, to save a whole day in the delivery of such a mail. But night flying, except in ideal weather, will be impossible without the fullest organisation.

The keynote of organisation, on a defined aerial route, is to arrange along it a chain of emergency alighting grounds, each being so near to its neighbours that provided a pilot is flying high enough, he will be able to glide down to a safe landing, on one or other of these grounds, at any moment during a flight should his motor fail. As to what this would actually entail in practice, it may be mentioned that, if a pilot maintains the reasonable flying height of about 3,500 ft., a landing ground every ten miles along a route would ensure him a safe landing, even should his motor break down when he was exactly midway between two grounds.

The advantage of a chain of grounds, apart from removing the danger of bad landings and the breakage of machines, will be shown also in the following way. Each ground will be numbered and will have a telephone; also, in the case, say, of an express mail service, relief machines will be placed at chosen points along a route. Therefore, assuming a pilot who is carrying mails descends through engine failure on one of the numbered grounds, he will go at once to the telephone, explain where he is, and, if his craft cannot be repaired immediately, a relief machine will be sent which will pick up the mail and continue the flight—a very short time only having been wasted by the breakdown.

Again, in foggy or misty weather, when ordinary flying would have to be abandoned, the existence of an organised airway will permit a service to be run. The system most favoured in combating fog is to send up from each of the emergency grounds a late-balloon, which will rise above the fog belt—almost invariably low-lying—and form for the pilot a chain of easily-observed objects which will guide him on his flight. It is taken for granted, of course, that a pilot would ascend through the fog after leaving the ground and emerge above it, and would then remain at this altitude, in clear air, until he had accomplished his journey.

Difficulties of Fog Flying. But, even this being the case, there is the question, of course, of landing. This is the greatest difficulty in fog flying. Getting away presents no real difficulty; nor does navigation above a fog, provided there are the guiding balloons, which would be illuminated at night. But when a pilot has identified his alighting point, by means of the balloons flying above the fog, he must then dive down through the fog to

make his landing, and if the fog is very thick it may be difficult for him to judge the exact moment of his contact with the ground. Already, however, during the war, experience has been gained as to this problem though it is obvious that such data cannot be mentioned here. But what may be said is that, though there is controversy as to the best type, colour, and position of light used, there is no doubt at all that it will be possible to devise a lighting system which will bring a commercial aircraft to a safe landing even what the ground is heavily obscured by fog; while science may not find it impossible, over the limited area of an alighting ground, to dispense with fog altogether.

In commercial night flying, a chain of landing grounds will be imperative. Each will be lighted at night, thus creating an illuminated aerial way along which a pilot should without difficulty steer his course. On high ground, also, there will be light-houses, each showing a distinctive beam, while main aerodromes will, of course, be specially identified.

What, it may here be asked, about gales of wind? Will not these prevent flying? The answer is that they will not, unless there should be a gale of such exceptional severity as sometimes, in winter, interrupts communications with the Continent. No ordinary gale, after the war, will do more than delay the multi-engine aircraft, developed thousands of horse power, which we shall be using on the main commercial routes. As to any peril from winds, any risk of machines being overturned or rendered uncontrollable, this will practically cease to exist. Power, weight, momentum, all will come to the aid of a multi-engine machine. The broad feet, indeed, which is now established, is that wind, unless it rises to something like a hurricane, will not prevent an air service being run; though if such a wind is a direct head-wind, it may lengthen appreciably the time taken by a flight. In the case, however, of any commercial time schedule, an allowance is always made for adverse winds.

INDO CHINA STEAM NAVIGATION CO., LTD.

THE THIRTY SEVENTH ORDINARY GENERAL MEETING of the Company adjourned on 29th June last, will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Des Voeux Road, Hongkong, on FRIDAY the 1st November, at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th October to the 15th November, both days inclusive. By Order of the Board, JARDINE, MATHESON & CO. LTD. General Managers. Hongkong, 22nd October, 1918.

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185,000 East African Natives in Bondage.

An officially signed memorial has been addressed to the Government by the Anti-Slavery and Aborigines' Protection Society, praying for the abolition of slavery in the former German territory now under British administration. At the outbreak of war there were in German East Africa about 185,000 slaves. The memorialists state that the principal reason given against a declaration of emancipation when the territory was in German hands was that the cost would be heavy (£400,000). A subsidiary excuse was that the majority of these people were in the condition of "domestic slaves," a system, in the words of the late Lord Cromer, "only one degree less hateful than the abominable traffic in slaves." The memorial states:—

"We submit that the traditions and honour of our country demand that wherever the British flag flies as a symbol of administrative authority, even though the occupation be only provisional, it should at the same time symbolise to the inhabitants the end of slavery—owning and slave-trading."

The society's appeal is supported by bishops of the Church of England, Free Church leaders, peers, members of Parliament, and well known journalists.

EXCHANGE.

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T/T Demand	3/3 3/4
30 d/s	3/3 1/16
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4 m/s	3/4 5/16
T/T Shanghai	Nom.
T/T Singapore	142 1/2
T/T Japan	143 1/2
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	78 3/4
co & New York	
T/T Java	183 1/4
T/T Manila	N.m.
T/T France	459
Demand, Paris	439 1/4

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4 m/s. Marks	Nom.
4 m/s. France	456 1/4
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Demand, Germany	
Demand, New York	78 3/4
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
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NOTICES.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

From	To	Every 15 min.
8.00 a.m.	8.30 a.m.	10 min.
8.30 a.m.	9.00 a.m.	10 min.
9.00 a.m.	9.30 a.m.	10 min.
9.30 a.m.	10.00 a.m.	10 min.
10.00 a.m.	10.30 a.m.	10 min.
10.30 a.m.	11.00 a.m.	10 min.
11.00 a.m.	11.30 a.m.	10 min.
11.30 a.m.	12.00 noon	10 min.
12.00 noon	12.30 p.m.	10 min.
12.30 p.m.	1.00 p.m.	10 min.
1.00 p.m.	1.30 p.m.	10 min.
1.30 p.m.	2.00 p.m.	10 min.
2.00 p.m.	2.30 p.m.	10 min.
2.30 p.m.	3.00 p.m.	10 min.
3.00 p.m.	3.30 p.m.	10 min.
3.30 p.m.	4.00 p.m.	10 min.
4.00 p.m.	4.30 p.m.	10 min.
4.30 p.m.	5.00 p.m.	10 min.

SATURDAYS EXTRA CARS.

1.30 p.m. and 12.00 midnight.

SUNDAYS.

From	To	Every 15 min.
8.00 a.m.	8.30 a.m.	10 min.
8.30 a.m.	9.00 a.m.	10 min.
9.00 a.m.	9.30 a.m.	10 min.
9.30 a.m.	10.00 a.m.	10 min.
10.00 a.m.	10.30 a.m.	10 min.
10.30 a.m.	11.00 a.m.	10 min.
11.00 a.m.	11.30 a.m.	10 min.
11.30 a.m.	12.00 noon	10 min.
12.00 noon	12.30 p.m.	10 min.
12.30 p.m.	1.00 p.m.	10 min.
1.00 p.m.	1.30 p.m.	10 min.
1.30 p.m.	2.00 p.m.	10 min.
2.00 p.m.	2.30 p.m.	10 min.
2.30 p.m.	3.00 p.m.	10 min.
3.00 p.m.	3.30 p.m.	10 min.
3.30 p.m.	4.00 p.m.	10 min.
4.00 p.m.	4.30 p.m.	10 min.
4.30 p.m.	5.00 p.m.	10 min.

NIGHT CARS.

5.30 p.m., 9.30 p.m., 10.00 p.m., 11.00 p.m., 11.30 p.m. and 11.45 p.m.

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AT 9.15 P.M.

There will be no private booking or sale of advance tickets, so that it will rest entirely with the public to secure good seats.

For the **FIRST NIGHT** prices will be as follows:—

Centre Block, Dress Circle	\$10.00
Remaining " "	\$ 5.00
Stalls " " " "	\$ 5.00
Pit and Gallery " " " "	\$ 2.00

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